

Item No.	Applicant	Parish	Reference No.
1	David Alston (Norfolk) Ltd	OLD BUCKENHAM	3PL/2014/0976/F
2	Thornalley Funeral Services Lt	SCOULTON	3PL/2014/1204/F
3	Silkwin Homes	GREAT ELLINGHAM	3PL/2015/0487/O
4	MK Breckland Promotions Ltd	SWAFFHAM	3PL/2015/0735/F
5	Nature's Menu	SNETTERTON	3PL/2015/0967/F
6	Twells Partnership	SNETTERTON	3PL/2015/0982/F
7	WM Morrison Supermarkets Plc	DEREHAM	3PL/2015/1002/F
8	Mr & Mrs Moore	STANFIELD	3PL/2015/1055/F
9	Mr M Monk	HOCKERING	3PL/2015/1113/F
10	MMC Norfolk LTD	BESTHORPE	3PL/2015/1188/F
11	Otley Properties	WHINBURGH&WESTFIELD	3PL/2015/1224/O
12	Iceni Developments Ltd	BESTHORPE	3PL/2015/1225/O
13	Mr & Mrs Barrett	LITTLE DUNHAM	3PL/2015/1236/F
14	Mr & Mrs Brown	HOCKERING	3PL/2015/1244/O

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ITEM	1	RECOMMENDATION : APPROVAL
REF NO:	3PL/2014/0976/F	CASE OFFICER: Jemima Dean
LOCATION:	OLD BUCKENHAM Land at Shrublands Attleborough Road	APPN TYPE: Full POLICY: Out Settlemnt Bndry ALLOCATION: No Allocation CONS AREA: N TPO: N LB GRADE: N
APPLICANT:	David Alston (Norfolk) Ltd Besthorpe Hall Attleborough	
AGENT:	Owen Bond The Atrium St George's Street	
PROPOSAL:	Change of use of disused agricultural barns to provide 9 residential dwellings with associated parking.	

REASON FOR COMMITTEE CONSIDERATION

This application is being referred to Planning Committee because of the planning history.

KEY ISSUES

Sustainable development
Amenity
Ecology
Highways
Affordable Housing
Trees and Countryside

DESCRIPTION OF DEVELOPMENT

The application seeks full planning permission for the conversion of the agricultural buildings to residential use comprising a total of nine dwellings. The proposal would convert three large historic barns to provide the following residential units:

'Barn A' is a modern steel framed building which would be retained and separated from the existing barn complex;

'Barn B' would be converted to provide one x five bed unit and would include the erection of a garage block for three cars;

'Barn C' would be converted to include two x four bed units, one x three bed unit, and integral garaging for six cars. The erection of a three car garage block is proposed to provide additional parking to serve 'Barn C';

and 'Barn D' would be converted to include one x five bed, one x three bed; two x two bed; and

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one x two bed units. The erection of two six car garage blocks is proposed to serve 'Barn D'.

The barns are presently used for general storage such as machinery and grain and for the storage of redundant equipment. The units are generally of traditional construction with red pantiles supported by a timber-framed roof.

The application proposes to use the existing farm access to serve 'Barn B' and 'Barn C' and to construct a second new access to serve 'Barn D'.

SITE AND LOCATION

The application site comprises a parcel of land located within the countryside between Attleborough and New Buckenham and is located adjacent to the western side of Attleborough Road which provides access to the site. In the eastern part of the site, immediately adjacent to the Attleborough Road carriageway, is a collection of redundant traditional agricultural buildings; in the northern part of the site is a further group of traditional farm buildings and the western part contains a large modern agricultural building. With regard to adjacent land uses there is an existing detached two storey dwelling with extensive curtilage to the north and to the south-east of the site two pairs of semi-detached single storey dwellings.

The site lies approximately one and a half miles south-east of the Attleborough, one mile from Old Buckenham Green and nine miles from the railway station at Diss. The main house to the north is in use as a rented dwelling, whilst the barns and associated outbuildings are used, in part, as storage facilities. In addition to the timber barns, there is also a large steel and concrete farmed grain store. There is also extensive impermeable concrete used by farm vehicles and contactors accessing the various barns.

EIA REQUIRED

No.

RELEVANT SITE HISTORY

Appeal against refusal of planning permission 3PL/2012/0193/F to remove steel grain store, demo. of four bungalows, convert agricultural barns to eight residential units and erection of 10 dwellings - Dismissed.

An appeal (APP/F2605/A/12/2184151) was dismissed in May 2013 against the failure to issue the decision within the prescribed period, on an application for full planning permission for the removal of the steel framed grain store, demolition of four bungalows, conversion of agricultural barns to eight residential units together with the erection of ten new-build dwellings on the application site (or a greater part of it).

The Inspector concluded that the proposal would cause harm to the character and appearance of the area and would result in negative impacts in terms of failure to achieve a sustainable form of development, given the likely reliance on the private car, and in terms of positives, that the proposal would conserve the non-designated heritage asset, make a positive contribution to remedy the shortfall in the identified supply of housing land in Breckland.

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3PL/2012/0193/F - Remove steel grain store, demo. of four bungalows, convert agricultural barns to eight residential units and erection of 10 dwellings - Refused.

3PL/2011/0440/F - Demolition of mid 20C bungalows, conversion of barns to eight dwellings and erection of 15 dwellings - Refused.

POLICY CONSIDERATIONS

The following policies of the adopted Breckland Core Strategy and Development Control Policies and the adopted Site Specific Policies and Proposals Document, including the Proposals Maps, have been taken into consideration in the determination of this application. The provisions of the National Planning Policy Framework have also been taken into account, where appropriate

CP.10	Natural Environment
CP.11	Protection and Enhancement of the Landscape
CP.14	Sustainable Rural Communities
DC.01	Protection of Amenity
DC.02	Principles of New Housing
DC.03	Replacement Dwellings and Extensions in the Countryside
DC.04	Affordable Housing Principles
DC.16	Design
DC.17	Historic Environment
DC.20	Conversion of buildings in the countryside
NPPF	In particular with regard to paragraphs 17, 28, 55 & 132.
NPPG	National Planning Practice Guidance

CIL / OBLIGATIONS

A commuted sum has been agreed in respect of an affordable housing.

A draft S106 Agreement is being prepared and has been agreed with the applicant in order to secure the above requirement.

CONSULTATIONS

OLD BUCKENHAM P C -

Development not sustainable as there is no footpath for pedestrians from the development. No bus route nearby so totally reliant on cars

NORFOLK COUNTY COUNCIL HIGHWAYS

Refusal recommended on grounds relating sustainability. No issues raised in respect of highway safety. Condition suggested in the event of an approval.

ENVIRONMENT AGENCY

No objection subject to conditions.

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NATURAL ENGLAND

No objection. Refer to our standard advice.

CRIME REDUCTION & ARCHITECTURAL LIAISON OFFICER

No objection - comments with regard to secure by design.

CONTAMINATED LAND OFFICER

No objection subject to conditions

ECOLOGICAL AND BIODIVERSITY CONSULTANT

A European Protected Species (EPS) licence will need to be obtained prior to works commencing, and we would advise that this is conditioned if approved. Nesting bird checks (especially for barn owl) may be required prior to works commencing. However, no further information is required before a planning decision can be made.

NORFOLK LANDSCAPE ARCHAEOLOGY

No objection. Based on currently available information the proposal does not have any implications for the historic environment and we would not make any recommendations for archaeological work.

TREE AND COUNTRYSIDE CONSULTANT

No objection subject to conditions.

HOUSING ENABLING OFFICER

The Enabling Team accepts the principle of an offsite contribution on this site. We have taken full regard of the submitted viability appraisal, with particular reference to the high costs of conversion, and the demolition costs of the bungalows which are not to be retained as part of the scheme.

HISTORIC BUILDINGS CONSULTANT

No objection subject to the provision of a condition relating to the submission of a schedule of works.

NORFOLK RIVERS INTERNAL DRAINAGE BOARD - No Comments Received

NORFOLK WILDLIFE TRUST - No Comments Received

STREETSCENE - No Comments Received

MR A P JOEL - No Comments Received

REPRESENTATIONS

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Eight representations have been received in response to the application. Concern raised relates to: sustainability and lack of footpaths.

ASSESSMENT NOTES

1.0 This application is referred to the Planning Committee given the planning history on site.

2.0 Sustainable Development

2.1 The sustainable re-use of appropriately located and constructed buildings in the countryside is supported by Core Strategy Policy DC20.

2.2 In accordance with this policy the re-use of existing buildings in the countryside for residential purposes will only be permitted where the commercial use of the building has been shown to be unviable. The residential conversion of the barns has already been established as the optimal use for the buildings in the recent appeal decision, through unsuccessful testing of the market in respect of alternative uses by the appellant company.

2.3 In accordance with Criterion A of Policy DC20 the assessment of the proposal in relation to the impact upon the character and appearance of the rural landscape is required, which must make a positive contribution to the appearance of the locality. The alterations proposed are considered to be sympathetic to the original appearance of the barns by virtue of appropriate material and minimal changes made to the exterior of the buildings. In this instance it is considered that the conversions are sufficiently sympathetic to the traditional nature and appearance of the buildings, and are worthy of conversion.

2.4 In accordance with Criterion B, residential conversions must have reasonable access to local key services and facilities. The application site lies approximately one and a half miles south of Attleborough and one mile from the Old Buckenham. The village offers a limited range of services with Attleborough being the main service centre in the area. The occupiers of the proposed conversion would be likely to support the services in Old Buckenham and Attleborough, and given the location of the application site, private car would be the predominant means of transport for future residents and counts against the proposal.

2.5 Criterion C requires development to have appropriate access to the highway network and for the local highway network to be capable of dealing with the demands of the development proposed. It is considered that the conversion would comply with this requirement. Whilst the Highway Authority raises concerns with regard to the location of the proposed dwellings in terms of access to local services, no objection is raised in relation to highway safety. The proposal would meet the requirement of this aspect of Policy DC20.

2.6 Criterion D requires that the buildings scheduled for residential conversion must be substantially intact and capable of conversion without significant extension or re-building. In this instance, it is evident, as demonstrated in the application, that the buildings are capable of conversion and do not require significant extensions, albeit there would be some element of new build in the form of additional garaging required.

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2.7 The conversion scheme would incorporate the use of sustainable materials, construction methods and also offers opportunities to improve habitats, as well as protecting and enhancing built and historic environment and these aspects of the proposal also weigh in its favour.

2.8 Policy DC17 of the Core Strategy, allows for the conversion of buildings in locations where they would not normally be considered acceptable, if the buildings exhibit particular historic or architectural merits. In this instance the group of buildings are an attractive collection, some of which occupy prominent public views and they are recognised by Norfolk Landscape Archaeology as a priority in the regional research framework for archaeology as a disappearing building type. With the above in mind it is considered appropriate to give less weight to the sustainability concerns relating to the location of the buildings.

3.0 Amenity

3.1 The proposed dwellings would have neighbours to the north of the application site comprising the original farm house known as Shrublands. The proposal would not have an unacceptable impact on existing light levels for the neighbouring dwelling given the separation distance and screening in place. There is one small first floor window proposed to the north elevation of Barn C facing toward the dwelling, however it is not considered necessary that this window is obscure glazed given, again, the separation distance between the window and the existing dwelling.

3.2 Other window and door openings are limited to ground floor. It is considered that an acceptable level of private amenity for the occupiers of the proposed dwellings would also be provided, consistent with Policy DC01.

4.0 Ecology

4.1 A Bat Report (Bat and Owl Survey, Eco- Check, June 2014) was submitted with the application which highlighted the need for further survey work prior to decision. The dusk emergence surveys in accordance with the relevant guidelines have now been undertaken and are detailed within a submitted Bat Report (Bat and Owl Survey, Eco- Check, August 2015). No objection is raised by the Ecological and Biodiversity Consultant and no further information is required prior to the decision, although a European Protected Species (EPS) licence will need to be obtained prior to works commencing.

4.2 The mitigation as outlined at section 6.0 of Appendix 4 of the Bat Report would be conditioned along with measures to protect nesting birds during construction. In term of its impact on ecology the proposed development is acceptable and would meet the requirements of policy CP10.

5.0 Highways

5.1 There has been concern expressed with regard to the highway safety implications of the scheme. The Highway Authority has objected on the grounds of the development failing to provide sufficient off-site facilities for pedestrians, cyclists and people with disabilities to link with existing local services; the proposal does not have adequate access to public transport provision

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and the site is in an unsustainable location. However, there is no objection on technical grounds including visibility and the proposal does not give rise to concerns in respect of highway safety.

6.0 Affordable Housing

6.1 The principle of an offsite contribution on this site has been accepted by the housing enabling team, given regard to the submitted viability appraisal, with particular reference to the high costs of conversion, and the demolition costs of the bungalows which are not to be retained as part of the scheme.

6.2 The applicants have advised that they will comply with the affordable housing policy requirement and provide a financial contribution in lieu of on site provision. The means of securing the contribution would be through a S106 Agreement. The Council's solicitors have been instructed on this matter. Subject to this contribution the application would accord with policy DC04.

7.0 Trees and Countryside

7.1 A Tree Survey, Arboricultural Impact Assessment and Arboricultural Method Statement prepared by the Landscape Partnership, November 2015, has been submitted and provided operations on site take place in complete accordance with the report no objection is raised by the Tree and Countryside Consultant. Measures to ensure tree protection throughout the construction period will also be secured by planning condition along with the provision of a demolition and construction methodology for the removal and construction of the access road.

8.0 Other matters

8.1 The Council's Contaminated Land Officer raises no objection to the proposal subject to the imposition of recommended contamination conditions. Subject to these conditions the scheme would accord with Policy CP9 of the Breckland Core Strategy Amenity. The Historic Environment Service requests the standard archaeological condition which is recommended for inclusion on the permission.

9.0 Previous Appeal Decision

9.1 The previous appeal related to an application for the removal of the grain store, demolition of four bungalows, conversion of agricultural barns to eight residential units together with the erection of ten new-build dwellings. This application proposes the conversion of the agricultural barns along with limited new-build which would include the associated garage blocks to serve the proposed residential units.

9.2 The decision refers to the conversion aspect of the proposed development where it was written that the agricultural buildings, although acknowledged as not being of the same quality as listed building, do have an architectural value, being of a recognised type which is disappearing

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from the Norfolk countryside and are worthy of retention, albeit as a non designated heritage asset.

9.3 It was considered that the conversion of the barns would make a positive contribution to the appearance of the locality, by reason of the safeguarding of these rural buildings in their traditional setting in a much improved state of repair.

10.0 Conclusion

10.1 The sustainable re-use of appropriately located and constructed buildings in the countryside is supported by policy DC20 and policy DC17 of the Core Strategy.

10.2 To conclude on the issue of sustainability it is considered that whilst some harm would be caused due to the need to travel by car to access most local services, this harm would be outweighed given the proposal would conserve the historic barns which are of value in the landscape. On balance the proposed development would provide a sustainable form of development.

10.3 The application is therefore recommended for approval subject to conditions and the completion of a S106 to secure affordable housing provision.

RECOMMENDATION

Planning Permission

CONDITIONS

- 1001** This decision is subject to these CONDITIONS:-
- 3007** Full Permission Time Limit (3 years)
 - 3047** In accordance with submitted
 - 3104** External materials to be approved
 - LB16** Full schedule of works
 - 3139** Structural stability
 - LS09** Boundary treatment/screening to be agreed
 - 3300** No P.D. for fences, walls etc
 - 3304** No P.D. rights for extensions, sheds, etc
 - 3935** Ecological mitigation
 - LS06** Fencing protection for existing trees
 - LS14** In accordance with Arboricultural report
 - HA08** New access - construction over verge
 - HA09** Existing access - closure
 - HA24** Provision of parking and servicing - when shown on plan
 - 3860** Foul drainage details
 - 3944** Contaminated Land - Desk Study/Site Investigation
 - 3946** Contaminated Land - Unexpected Contamination
 - 3992** Non-standard note re: S106
 - 3996** Note - Discharge of Conditions
 - 4000** Variation of approved plans

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2014 Criterion E - Planning Apps Where Approved

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ITEM	2	RECOMMENDATION : APPROVAL
REF NO:	3PL/2014/1204/F	CASE OFFICER: Nick Moys
LOCATION:	SCOULTON Land at Norwich Road	APPN TYPE: Full POLICY: Out Settlemnt Bndry ALLOCATION: No Allocation CONS AREA: N TPO: N LB GRADE: N
APPLICANT:	Thornalley Funeral Services Ltd Austin Street King's Lynn	
AGENT:	Ian H Bix Associates Ltd Sandpiper House Leete Way	
PROPOSAL:	Erect new crematorium, car park, access roads, ancillary buildings & gardens of remembrance	

SEE SEPARATE REPORT AT AGENDA ITEM 10

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ITEM	3	RECOMMENDATION : APPROVAL
REF NO:	3PL/2015/0487/O	CASE OFFICER: Viv Bebbington
LOCATION:	GREAT ELLINGHAM Church Street	APPN TYPE: Outline POLICY: Out Settlemnt Bndry ALLOCATION: No Allocation CONS AREA: N TPO: N LB GRADE: N
APPLICANT:	Silkwin Homes Cades Hill Farm Ellingham Road	
AGENT:	N J Myhill Architecture 13 Damgate Street Wymondham	
PROPOSAL:	Erect 9 homes (3 affordable houses, 5 open market detached and 1 semi detached open market house).	

REASON FOR COMMITTEE CONSIDERATION

The application is referred to Planning Committee as it a departure from Development Plan Policy.

KEY ISSUES

Principle of Development
Landscape Impact/ Local Character
Highway Safety
Drainage

DESCRIPTION OF DEVELOPMENT

The application seeks outline approval for the erection of nine dwellings. Access and layout form part of the application. Matters of appearance, scale and landscaping are reserved. The applicant has submitted a layout with accompanying floor plans.

The layout proposes that five detached dwellings be served via a new access off Attleborough Road A1077 and four semi detached dwellings be served off Church Street. Three of the dwellings off Church Street would be affordable units. All of the dwellings would be two storey and between two and four bedroom.

Subsequent to the submission of the application, a number of amendments have been made to the amount of dwellings, scale and layout. These revisions were made in response to concerns raised about the effects of the proposal on the character and appearance of the area. The application was originally proposed the erection of eleven dwellings ,(houses and bungalows), and was classed as a major scheme. The amended scheme is now classed as a minor application was the subject of re-consultation with interested parties and local residents.

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The application is supported by a Design and Access Statement, Ecological Appraisal Report and an Arboricultural Implications Assessment.

SITE AND LOCATION

The application site lies between Church Street in the west and Attleborough Road in the east, on the edge of the village of Great Ellingham. The site is outside the settlement boundary. The site is at present laid to grass. To the south is open land and to the north residential dwellings. A public footpath between Attleborough Road and Church Street form part of the northern boundary as well as a Public House and Methodist Church.

EIA REQUIRED

No.

RELEVANT SITE HISTORY

3PL/2010/1244/O - Residential Development (17 dwellings) - Refused.

3PL/2011/0748/O - Residential Development (11 dwellings) - Refused.

3PL/2014/0991/O - Residential Development (13 dwellings) - Refused.

POLICY CONSIDERATIONS

The following policies of the adopted Breckland Core Strategy and Development Control Policies and the adopted Site Specific Policies and Proposals Document, including the Proposals Maps, have been taken into consideration in the determination of this application. The provisions of the National Planning Policy Framework have also been taken into account, where appropriate

CP.10	Natural Environment
CP.11	Protection and Enhancement of the Landscape
CP.14	Sustainable Rural Communities
DC.01	Protection of Amenity
DC.02	Principles of New Housing
DC.04	Affordable Housing Principles
DC.05	Affordable Housing on Exception Sites
DC.12	Trees and Landscape
DC.13	Flood Risk
DC.16	Design
DC.19	Parking Provision
NPPF	With particular regard to paras 7, 8, 47, 49 & 55

NPPG

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CIL / OBLIGATIONS

Not Applicable.

CONSULTATIONS

GREAT ELLINGHAM P C -

The Great Ellingham Parish Council supports this application. ,(Parish Council meeting 20.5.2015).

ENVIRONMENT AGENCY

We have no objection to this application.

The application states that foul and surface water is to mains. If this is not the case we wish to be re-consulted.

The site is located above a Principal Aquifer and within Source Protection Zone (SPZ) 2. However, we do not consider this proposal to be High Risk. Therefore, we will not be providing detailed site-specific advice or comments with regards to land contamination issues for this site at this time.

ANGLIAN WATER SERVICE

Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary. The foul drainage from this development is in the catchment of Great Ellingham Water Recycling Centre that will have available capacity for these flows. The sewerage system at present has available capacity for these flows.

A condition in respect of surface water management strategy is required.

NORFOLK RIVERS INTERNAL DRAINAGE BOARD

The development is not within the Boards District, and does not drain directly to the Boards maintained watercourses. Consequently the Board have no objection to the development.

FLOOD AND WATER MANAGER

Comments on amended plans and additional information from agent - The proposal is classed as a minor development and therefore the LPA is responsible for assessing the suitability for surface water drainage in line with NPPF.

TREE AND COUNTRYSIDE CONSULTANT

No objection subject to tree protection condition.

HOUSING ENABLING OFFICER

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The four proposed affordable units (two semi houses and two bungalows) would appear to meet the requirements of Policy DC04 and also to meet the identified need within Breckland for smaller units of accommodation.

In order to ensure affordability in perpetuity, we would expect these units to be transferred to an RP at a price which assumes no public subsidy.

ECOLOGICAL AND BIODIVERSITY CONSULTANT

The Ecological Appraisal Report ,(Wild Frontier, September 2015), sufficiently addresses and mitigates for the potential impacts on protected flora and fauna, (including great crested newt, bats and other small mammals and nesting birds). Precautionary measures as detailed in the Ecological Appraisal Report should be adhered to throughout the development.

CONTAMINATED LAND OFFICER

No objection subject to a condition regarding unexpected contamination.

NORFOLK COUNTY COUNCIL HIGHWAYS

No objection subject to conditions.

RAMBLERS ASSOCIATION: NORFOLK AREA

No objection, providing Great Ellingham FP8 is kept open throughout any works and any damage to it is repaired without delay.

CRIME REDUCTION & ARCHITECTURAL LIAISON OFFICER

There are no areas of concern.

The proposed site has good levels of surveillance onto the public areas and on curtilage parking, coupled with the cul de sac design, leaves very little areas for an offender to operate out of view. This site could easily attain a full Secure By Design award with very little effort which could be an additional selling incentive.

REPRESENTATIONS

The following is a summary of representations received:

Comments on original application

- Two letters of objection
- Inappropriate access off Church Road
- Four dwellings off Church Street out of keeping, highly visible and would result in loss of privacy/ outlook

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Comments on amended plan.

- One letter concerned about increase in size of dwellings from three to four bedroom dwellings.

ASSESSMENT NOTES

1.0 This application is referred to Committee as the proposal is contrary to the Development Plan.

2.0 Principle of development

2.1 The site of the proposed development falls outside the Settlement Boundary for Great Ellingham. Its development for housing would therefore conflict with Core Strategy Policy CP14 which seeks to focus new housing within defined settlement boundaries. However, as the Council cannot currently demonstrate a five year supply of housing land, Policy CP14 cannot be considered to be up-to-date insofar as it relates to the supply of housing land and can be given little weight.

2.2 In this situation, the presumption in favour of sustainable development set out in the National Planning Policy Framework (NPPF) means that permission for development should be granted unless any adverse impacts of so doing would significantly and demonstrably outweigh the benefits or specific policies in the Framework indicate that development should be restricted.

2.3 In order to promote sustainable development in rural areas, the NPPF indicates, in paragraph 55, that housing should be located where it will enhance or maintain the vitality of rural communities. Isolated dwellings in the countryside should be avoided unless justified by special circumstances. More generally, the NPPF defines sustainable development in broad terms by reference to economic, social and environmental considerations.

2.4 Although outside the defined settlement limit, the proposed development would adjoin the main built up area of Great Ellingham and would be close to other housing and the village centre. The proposal would not therefore result in an isolated development in the countryside. The effects of the proposal on the character and appearance of the area are considered below.

2.5 Great Ellingham is identified in Core Strategy Policy SS1 as a Service Centre village. Such settlements are considered by definition to contain adequate services and facilities to meet the day-to-day requirements of existing residents. However, not all Service Centres are identified as being suitable for significant housing growth, and Policies SS1 and CP01 do not make provision for the strategic allocation of land in Great Ellingham. However, as this element of local policy is essentially concerned with the supply of housing land, it can be given little weight ,(for the reasons set out above). The adopted strategy for all Service Centre villages is primarily concerned with service protection/enhancement and development to meet local needs.

2.6 Great Ellingham is one of the smaller Service Centre villages in the District, but nevertheless

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benefits from a number of local facilities, including a small general store/post office, primary school, public house, village hall, playing fields, church and chapel. These facilities would be within easy reach of the development and would be very likely to derive some additional support from future residents of the proposed development. Guidance set out in the NPPG indicates that rural housing is essential to ensure viable use of such local facilities. Several businesses are located within and close to the village providing some, albeit limited, opportunities for local employment. Taking these matters into account, it is concluded that the proposal would be broadly consistent with the NPPF principle that housing should be located where it will help to maintain or enhance the vitality of existing communities. It would also accord with the Spatial Strategy's drive to support existing facilities in Service Centres.

2.7 However, notwithstanding this conclusion, it is clear that the level of service provision in the village and the limited availability of local jobs, are such that future residents would be largely dependant on higher order settlements for most shopping, employment and leisure purposes. Although existing bus services link the village to Norwich via Attleborough, and there are bus stops close to the site, these services are very limited in scope and frequency. Currently there are three outbound services to Norwich all of which leave early in the morning, and two return services at the end of the working day. It is reasonable to assume therefore that most trips by future residents would be made by car.

2.8 Consequently, the proposal would conflict to a degree with the objective of the NPPF to minimise the need to travel and to maximise opportunities for sustainable transport. However, bearing in mind the small scale of the proposal and given that some day-to-day requirements could be met locally and bearing in mind the close proximity of the village to Attleborough, which is identified for significant growth and where a wide range of services are available, it is not considered that the resulting harm to sustainability would be substantial. The NPPF also recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

2.9 The proposal would make a positive contribution to the supply of housing in the area, including affordable housing, and the construction of the development would have some short-term economic benefits. These considerations must be given significant weight given the emphasis in Government policy on the need to significantly boost the supply of housing. The NPPG also stresses the importance of these issues and the role of housing in supporting the broader sustainability of villages and a prosperous rural economy.

2.10 In line with Core Strategy Policy DC04, 40% of the development would be provided as Affordable Housing. Three of the four semi detached houses would be provided as Affordable Housing and could be secured by a Section 106 Agreement.

2.11 Outline planning permission is sought and the applicant has indicated that should permission be granted, the development would be started as soon as practicable. Moreover, there is nothing to suggest that there any technical constraints which would prevent the development coming forward in the short term. However, in order to encourage the early delivery

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of the proposed housing, a two year limit for commencement is recommended.

2.12 It is considered that the matters set out above generally weigh in favour of the proposal, particularly in the light of the drive in national policy to significantly boost the supply of housing. However, a range of other factors need to be considered in the planning balance, including local character and highway safety. These matters are dealt with below.

3.0 Landscape impact/local character

3.1 The application site an area of grassland just to the south of the main body of Great Ellingham. Although close to the village centre, the site has a relatively open aspect and is visible when approaching Great Ellingham from the south along Attleborough Road. There is a line of semi-mature silver birch and young oak trees along the southern boundary which provide a clear distinction between the site and the open countryside beyond.

3.2 Both local and national planning policies require careful consideration to be given to the impact of new development on the character of its surroundings.

3.3 Previous applications, which proposed a significantly higher density than the current proposal have been refused on the grounds that the development would result in an unacceptable intrusion into the countryside. The current proposal provides for a lower density and a looser development than the previous proposals.

3.4 Development in the area comprises a mixture of houses and bungalows of a variety of styles and ages, arranged both in linear fashion along local roads and in small cul-de-sac estates. It is considered therefore that the layout and scale of the proposal would relate well to character of existing development and would thus accord with Core Strategy Policies DC02 and DC16 and paragraph 58 of the NPPF.

3.4 The proposed development would no doubt change the appearance of the site and immediate locality, giving the edge of settlement a much more built up character. This would result in some harm to rural character and the proposal would thus conflict to an extent with Policy CP11 and the guidance in paragraph 109 of the NPPF.

3.5 However, the visual impact of the development would be largely confined to the immediate vicinity of the site and would not extend into the wider rural landscape. From the immediate locality the scheme would be seen against a backdrop of buildings. In this context the scheme would not appear as a significant intrusion into open countryside. The proposal provides the opportunity for a landscaping scheme including additional trees and hedging to soften the southern edge of the development.

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4.0 Highway safety

4.1 The proposal provides for a footpath adjacent to Attleborough Road between the site and the existing footpath which terminates adjacent Church Cottages.

4.2 The Highway Authority has raised no objection to the proposal. The proposed accesses and visibility onto Attleborough Road and Church Street is considered acceptable. The proposal is considered acceptable in highway terms, subject to conditions.

4.3 Overall, the proposal is considered to be acceptable in highway terms, having been designed in accordance with relevant technical standards and in line with the recommendations of the Highway Authority.

5.0 Other matters

5.1 Residential amenity - The layout of the proposed development is such that adequate separation distances would be maintained to existing residential properties to ensure that no significant overlooking or overshadowing would occur. The closest residential property is located to the north of the site.

5.2 Ecology - The Ecological Survey submitted in support of the application adequately addresses and mitigates for the potential impacts on flora and fauna. The Ecological Consultant has raised no objection subject to a condition regarding implementation of the mitigation measures.

5.3 Drainage - The application site is located within Flood Zone 1, (low probability of flooding). It is proposed that surface water be discharged into soakaways or following attenuation into the adjacent mains surface water drainage. As a major application the Flood Lead Authority raised an objection to the proposal, however, following the reduction in the number of dwellings proposed the objection has been withdrawn. The Environment Agency and Anglia Water have raised no objection to the application subject to a condition requiring detailed surface drainage proposals to be agreed.

6.0 Conclusion

6.1 Given the current shortfall in the supply of housing land in the District, local planning policies which seek to prevent development outside settlement boundaries can be given little weight. In this situation, the NPPF states permission should be granted unless any adverse of so doing would significantly and demonstrably outweigh the benefits or policies in the Framework indicate that development should be restricted.

6.2 The proposal would also make an important contribution to the supply of housing, including

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affordable housing; a factor which must be given considerable weight given the thrust of national planning policy to significantly boost the supply of housing. The development would also be appropriately designed and would not result in any impacts on the local highway network or residential amenity. Whilst there would be some loss of openness and rural character, the effect would be localised and the harm caused would not be great.

6.3 Taking all of these matters into consideration it is concluded that the limited harm to likely to be caused by the proposal would not be such that it would significantly and demonstrably outweigh the benefits of the development. In accordance with paragraph 14 of the NPPF, it is therefore recommended that permission is granted subject to conditions and to the completion of a section 106 agreement. However, delegated authority is also requested to refuse the application if the legal formalities in respect of the Section 106 Agreement are not completed within three months of the date of this decision or that the Planning Manager has the authority to agree another more appropriate time scale for the completion of any such agreement.

RECOMMENDATION

Outline Planning Permission

CONDITIONS

- 3005** Outline Time Limit (2 years)
- 3058** Standard Outline Condition
- 3047** In accordance with submitted
- 3060** Standard outline landscaping condition
- 3414** Fencing protection for existing trees
- 3920** Non-standard surface water condition
- HA05** Standard outline highways condition
- 3920** Non-standard condition Ecology
- HA05** Standard outline highways condition
- 4000** Variation of approved plans
- 2000** NOTE: Application Approved Without Amendment
- 2014** Criterion E - Planning Apps Where Approved
- 3946** Contaminated Land - Unexpected Contamination

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ITEM	4	RECOMMENDATION : REFUSAL
REF NO:	3PL/2015/0735/F	CASE OFFICER: James Tipping
LOCATION:	SWAFFHAM Swaffham Raceway Downham Road	APPN TYPE: Full POLICY: Out Settlemnt Bndry ALLOCATION: No Allocation CONS AREA: N TPO: N LB GRADE: N
APPLICANT:	MK Breckland Promotions Ltd c/o Agent	
AGENT:	Barton Willmore The Observatory Southfleet Road	
PROPOSAL:	Erection of building for poultry & livestock auction purposes (sui generis use class)	

REASON FOR COMMITTEE CONSIDERATION

The application is referred to Planning Committee as a departure from the Development Plan.

KEY ISSUES

Principle of development
Scale, design and materials appropriate to site and location
Impact upon highway safety
Ecological impact

DESCRIPTION OF DEVELOPMENT

The proposed development will involve the erection of a sectional steel building on part of the Swaffham Raceway site, on land adjacent to southern boundary. The building will be positioned lengthways against the boundary and will measure 36 metres in length, nine metres in width, a height of three metres to the eaves and a maximum height of four metres to the ridge. The proposed building will therefore have a total area of approximately 350 square metres, with the curtilage of the development site extending to approximately 0.89 hectares. The full Raceway curtilage is in the ownership of the applicant and extends to an approximate area of five hectares, of which 50 percent is covered by the raceway and ancillary buildings.

The positioning of the building will still allow for the use of the existing hardstanding parking areas in the vicinity of the building with sufficient space for loading and unloading.

SITE AND LOCATION

The site is located within the boundary of the Swaffham Raceway. The proposed auction building

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and associated land is located to the south west of the race track. The Swaffham Raceway is located off the A1122 Downham Market road / Dereham Road approximately 2.5 miles to the west of Swaffham. The site access is located approximately 400 metres to the south of the A47 junction, along the A1122.

The site is bounded to the north east by a distribution centre for agricultural products. To the north west from the site access is the A1122 and to the south and west the site is bounded by open farmland.

Swaffham Raceway hosts motor vehicle racing events such as stock car racing throughout the year. The majority of the races take place from lunchtime onwards on Sundays. The site is vacant for much of the week.

EIA REQUIRED

No.

RELEVANT SITE HISTORY

3/1988/1751 - dwelling for occupation ancillary to the management of the Raceway - approved 1988.

3/1987/0025 - addition of greyhound track to existing circuit and provision of spectator stand and amenities and kennels ,(including permanency of stadium for stock car racing), - approved March 1987.

3/1983/1572 - change of use to permit motor vehicle dirt track racing ,(continued use), - approved February 1984.

3/78/2406 - extension of period of planning permission granted under ref. 3/76/0673 - approved August 1981.

3/76/0673 - change of use to permit motor vehicle dirt track racing - approved June 1976.

POLICY CONSIDERATIONS

The following policies of the adopted Breckland Core Strategy and Development Control Policies and the adopted Site Specific Policies and Proposals Document, including the Proposals Maps, have been taken into consideration in the determination of this application. The provisions of the National Planning Policy Framework have also been taken into account, where appropriate

CP.03	Employment
CP.09	Pollution and Waste
CP.10	Natural Environment
CP.11	Protection and Enhancement of the Landscape
CP.14	Sustainable Rural Communities
DC.01	Protection of Amenity
DC.07	Employment Development Outside of General Employment Area
DC.12	Trees and Landscape

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DC.16	Design
DC.19	Parking Provision
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

CIL / OBLIGATIONS

Not Applicable.

CONSULTATIONS

SWAFFHAM TOWN COUNCIL -

Swaffham Town Council fully support this application.

NORFOLK COUNTY COUNCIL HIGHWAYS

The proposals, which intend to introduce both a poultry and livestock market, generates significant concerns to the Highway Authority.

The proposal will result in additional traffic generated through an access onto / from the A1122 Downham Road, which will interfere with the free and safe flow of traffic on this principal route. Furthermore due to the nature of the development it is reasonable to assume that a number of these vehicles will be slow moving vehicles pulling trailers which will not only further interfere with the free and safe flow of traffic but are likely to increase the propensity for accidents, particularly rear end shunts. In addition to the fact the site lies on the principal road network, the proposed access itself is substandard in nature and not suitable for further development. The forward visibility, for vehicles travelling along the A1122 ,(from the east), to the proposed access (from the east) and vehicles waiting to turn right is significantly restricted. As such the additional right turning vehicles into the site are likely to increase the propensity for accidents, particularly rear end shunts.

On the basis of the information above I feel I have no option but to recommend the application be refused for the following reasons:

SHCR 11

The proposed development, if permitted, would lead to right hand turning movements across the opposing traffic stream of a principal route which would interfere with the free and safe flow of traffic and cause danger and inconvenience to highway users. Contrary to Development Plan Policies.

SHCR 12

Inadequate visibility splays and forward visibility are provided at the junction of the access with the County highway and this would cause danger and inconvenience to users of the adjoining public highway. Contrary to Development Plan Policies.

Way forward

Should however, the applicant be prepared to address my concerns above through the provision of a right turn lane and associated improvements I would be happy to reconsider this position and

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offer further view on the application. As previously stated, given the length of site frontage whilst it would seem these facilities can be provided further investigation will be required to determine what impact this may have upon the existing raceway and associated bund.

NATURAL ENGLAND

No objections subject to a Habitat Regulations Assessment being carried out.

ENVIRONMENTAL HEALTH OFFICERS

No objections.

ECOLOGICAL AND BIODIVERSITY CONSULTANT

No objections subject to recommendations being carried out within the submitted ecology report.

CONTAMINATED LAND OFFICER

No objection subject to the following condition:

Condition 3946 Unexpected contamination.

NORFOLK FIRE AND RESCUE SERVICE

No objections subject to the following condition:

No development shall commence on site until a scheme has been submitted for the provision of the fire hydrant / alternative water supply on the development in a location agreed with the Council in consultation with Norfolk Fire and Rescue Service.

HIGHWAYS ENGLAND

No objections to the proposal subject to the following condition:

That the use allowed should be limited to the specific Saturday Poultry sales applied for in this application.

Reason: To ensure that vehicle trips associated with the use of the site are limited to Saturday poultry sales and to ensure that the A47 continues to serve its purpose as part of the Strategic Road Network under Section 10 of the Highways Act and for the reasonable requirements of road safety.

R S P B - No Comments Received

REPRESENTATIONS

The application has received one letter of objection and four letters of support. The main points raised are as follows:

- Pollution in the form of bad smells,
- Already existing places for livestock to be sold,
- Poultry auction a good thing for small poultry keepers and for people visiting Swaffham.

ASSESSMENT NOTES

1.0 The application is referred to Planning Committee as the proposal appears contentious given the possible highway impacts.

2.0 Principle of development

2.1 This application seeks full planning permission to construct a wholesale poultry and livestock auction building. The proposed use is classified as 'sui generis' as it does not fall into a specific 'land use' Class. The proposed building will measure 36 metres in length; nine metres in width; three metres in height to the eaves; and a maximum of four metres in height to the ridge. The proposed buildings curtilage will extend to approximately 0.89 hectares, with sufficient space for the loading and unloading of poultry and livestock, and provision of car parking.

2.2 Core Strategy Policy DC07 permits proposals for employment uses outside of the identified General Employment Areas and allocated sites where there are particular reasons for the development not being located on an established or allocated employment site for example where the proposal involves the expansion of an existing business; a business which is based on agriculture, forestry or other industry where there are sustainability advantages to be located in close proximity to the market they serve; or where industries and/or businesses which would be detrimental to local amenity if located in settlements, including general employment areas.

2.3 The Swaffham Poultry Auction has until recently operated from a site on Lynn Road within the Settlement Boundary of Swaffham and had done so for a number of years. It is understood from the applicant that the auction forms part of the historical context of Swaffham's role as a market town. Due to limitations in size, capacity and accessibility, which has hindered the ability for the auction to function to its full potential, the auction ceased functioning in early 2015. The auction continues to take place fortnightly at temporary premises near Mildenhall, some 25 miles from Swaffham, which is not considered sustainable in the long term.

2.4 It is understood that the applicant has been searching for suitable sites to move the poultry auction to for a number years, focusing on Swaffham. The business is also looking to expand with the previous premises in the Lynn Road location providing limited space in terms of auction sales, parking and harm to amenity. The site at Swaffham Raceway provides sufficient space in terms of the proposed use, with limited impact on amenity, with excellent road transport links along the A1122 and the A47. The proposed building will be used for the auction sales of poultry with the potential for ancillary livestock sales. The positioning of the proposed building would allow for external pens to be temporarily erected for livestock which would be stored internally when not in use and would be in line with DEFRA standards.

2.5 Furthermore, the business is considered an agricultural activity with the site being located near to the poultry and livestock auction market it serves. As such, the principle of the development is acceptable.

3.0 Scale, design and materials appropriate to site and location

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3.1 In terms of design, the building is of a typical agricultural style, which is considered acceptable having regards to the context of the existing light industrial and farming enterprises in the locality. The proposed building is a sectional steel building measuring 36 metres in length, nine metres in width, and a maximum four metres to the ridge.

3.2 Whilst the building is of a significant size and scale, it is not considered that the visual impact would be significant in this location and is suited to this context within the existing raceway site, specifically when set against the raceway grandstand and circuit which lies approximately 40 metres to the north from the siting of the proposed building. There is also a residential dwelling located within the Swaffham Raceway site, sited at the western corner near to the A1122, and approximately 100 metres away from the proposed building. The existing dwelling is associated with the existing raceway facility, and the proposal would therefore not unduly add to any detrimental impact upon amenity.

3.3 The proposed auction will operate once a week on a Saturday morning and afternoon and will use outside pens, where appropriate, to accommodate poultry with the potential to use ancillary livestock sales in future. Such operations can be susceptible to generating noise and odour. However, the Council's Environmental Health Officers have raised no objection to the proposals.

4.0 Impact upon highway safety

4.1 The parking area serving the site will not be laid out and will be shared with the current raceway site parking provision. The applicant envisages that around 60 cars would attend each auction. There is no conflict between the activities associated with the raceway and the proposed auction building, given that both uses operate on separate days. In addition, the abundance of parking provision would not impact upon the public highway in terms of vehicles turning within the site, for example.

4.2 As previously mentioned within the report, the site is accessed via the A1122 with the A47 sited several hundred yards to north along the A1122. The A1122 at the access point, is subject to a 50 mph speed limit. The access itself has access width of 6.2 metres. At present, there is existing vegetation site along the road frontage sited to the west of the access, along with signage which further restricts visibility to the west. In addition, there is no pedestrian route to the site and no specific or dedicated cycle route is identified leading to the site from either the east or the west along the A1122, though the site is within cycling distance of Swaffham.

4.3 The applicant has provided a Transport Statement (TS) in support of the application. The TS refers to the current activities that take place at the raceway site. It is stated that the vast majority of races take place from lunchtime onwards on Sundays, with a few races taking place on Saturdays. The 2015 fixture list shows that the raceway site will host a total of 43 races in 2015. The TS also identifies that no accidents have been recorded which relate to the access to the raceway over the five years, and suggests that the current use of the raceway access is safe. In terms of the number of vehicles using the site at any one event, the TS identifies that a

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raceway event typically attracts around 122 vehicles on a Sunday between 10am and 1.30pm. 37% of the total movements comprised cars with trailers or HGV's. Furthermore, the TS also advises that the existing poultry auction is currently held at a site within a residential area in Swaffham in a location where parking is restricted.

4.4 Both the Highways Authority and Highways England were consulted as part of the application, and have responded to the proposal put forward including the accompanying TS.

4.5 Highways England responded to the proposal stating that the use of the site for poultry sales on Saturday and raceway events on Sunday would not cause unacceptable congestion or operational safety issues for the A47, providing that the use of the site is restricted to poultry sales and such a use is carried out only on a Saturday.

4.6 Comments received by the Highways Authority seek to address the poor visibility from the west along the A1122 with a suggested right hand turning lane. However, the applicant has advised that the cost of providing a turning lane would be prohibitive given the viability of the proposed auction building. As such, the Highways Authority have objected to the proposal on the grounds that:

- 1) the proposed development, if permitted, would lead to right hand turning movements across the opposing traffic stream of a principal route which would interfere with the free and safe flow of traffic and cause danger and inconvenience to highway users, and
- 2) inadequate visibility splays and forward visibility are provided at the junction of the access with the County Highway and this would cause danger and inconvenience to users of the adjoining public highway.

4.7 The applicant has attempted to overcome the reasons for refusal by way of providing alternative schemes, including 'no right-hand turn' signage from the west of the A1122. However, none of the scheme put forward by the applicant are considered acceptable by the Highway Authority. As previously mentioned, the applicant is willing to increase the visibility of the access by reducing the level of overgrown foliage immediately to the west as well as relocating the sign. This, in my view, should increase visibility but not necessarily to a level acceptable to the Highway Authority.

5.0 Ecological impact

5.1 The site is located within a Special Protection Area (SPA) Buffer Zone for the protection of Stone Curlew. As such, a Preliminary Ecological Appraisal (PEA) has been submitted to consider the development and its potential impact upon ecology at the site. The Council's ecologist considered the findings of the PEA and concluded that the document is acceptable providing the development is carried out in accordance with the recommendations set out in section 8.2 of the PEA. Natural England was also consulted and raised no objections to proposal.

6.0 Other matters

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6.1 The site lies within 'The Brecks' Landscape Character Assessment designation. In assessing new development against the landscape strategy it is advised that new development should be integrated with its surroundings. The proposed auction building will be sited within the existing raceway premises and adjacent to the raceway grandstand and circuit. Furthermore, the additional building will add to the cluster of light industrial and agricultural buildings that are found in this locality. As such, there will be no adverse impact upon the wider landscape.

7.0 Conclusion

7.1 The proposed auction building will be sited within the existing Swaffham Raceway site. The proposed auction of poultry will replace existing premises within Swaffham that are no longer fit for purpose. The site at the raceway offers the space to accommodate a new building and sufficient space for vehicle parking and the use of out-side pens. The proposed building would not adversely affect its surroundings and will be situated near to existing commercial and agricultural buildings. Accordingly, the proposal in terms of its siting, would be acceptable in planning terms. However, the current access arrangements and the proposed increase in vehicular movements on the Saturday would adversely affect on highway safety, given the vehicle speed along the A1122 from the west and the poor visibility of the access. Accordingly, the application is recommended for refusal.

RECOMMENDATION

Refusal of Planning Permission

REASON(S) FOR REFUSAL

- 9455** Additional turning movements on principal route
- 9455** Inadequate visibility from access
- 2009** Criterion E - Planning Apps Where Refused

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ITEM	5	RECOMMENDATION : APPROVAL
REF NO:	3PL/2015/0967/F	CASE OFFICER: Nick Moys
LOCATION:	SNETTERTON Land to North-West of A11 London Road	APPN TYPE: Full POLICY: Out Settlemnt Bndry ALLOCATION: CONS AREA: N TPO: N LB GRADE: N
APPLICANT:	Nature's Menu Thrextton Road Industrial Estate Watton	
AGENT:	Plandescil Ltd Connaught Road Attleborough	
PROPOSAL:	Erection of Factory, Warehouse and Office Building for the manufacture and distribution of pet food.	

REASON FOR COMMITTEE CONSIDERATION

The application is referred to Planning Committee as it is a major development proposal.

KEY ISSUES

Policy.
Character and appearance.
Traffic.

DESCRIPTION OF DEVELOPMENT

Full planning permission is sought for the development of a new pet food manufacture and distribution centre. The purpose-built factory building proposed would provide around 8,760 square metres of manufacturing and storage space, together with associated offices and staff facilities. The building would be 12.7 metres high. Access would be provided by extending an existing roadway to link into the A11 Snetterton Interchange. Permission has also been sought separately for the new access road (ref 3PL/2015/0982/F included on this agenda). Parking for 100 staff cars and for 40 delivery vehicles would be provided adjacent to the building.

The applicant manufactures and distributes natural dog and cat foods. The company currently operates from several sites in Watton and Hingham, with distribution depots elsewhere in the UK and Europe. The proposed development at Snetterton is intended to enable the consolidation and expansion of existing local operations into a single hub. However, the company's original site in Watton would be retained.

The application is supported by a Design & Access Statement, Flood Risk Assessment and Contamination Report.

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SITE AND LOCATION

The application site comprises an area of some 2.9 hectares of agricultural land to the north and west of the Snetterton Heath Employment Area. The site is bounded on all sides by open land, beyond which there is established commercial development on Chalk Lane to the east, the International Horse Rescue to the north and a solar farm to the south-west. The main village of Snetterton is located around 1,300 metres to the north.

EIA REQUIRED

No.

RELEVANT SITE HISTORY

No relevant site history.

POLICY CONSIDERATIONS

The following policies of the adopted Breckland Core Strategy and Development Control Policies and the adopted Site Specific Policies and Proposals Document, including the Proposals Maps, have been taken into consideration in the determination of this application. The provisions of the National Planning Policy Framework have also been taken into account, where appropriate

CP.03	Employment
CP.11	Protection and Enhancement of the Landscape
DC.07	Employment Development Outside of General Employment Area
DC.14	Energy Efficiency
DC.16	Design
NPPF	Particularly paragraphs 6-14, 17, 49, 55, 58, 109 & 118.
NPPG	National Planning Practice Guidance
NP	Neighbourhood Plan - None applicable

CIL / OBLIGATIONS

Not Applicable.

CONSULTATIONS

SNETTERTON P C -

Snetterton Parish Council wish to object in the strongest possible terms to the application ref 3PL/2015/0967/F on the following grounds:

1. The proposed site is outside the designated employment and development area for Snetterton Heath and therefore is contrary to policy.

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2. The site occupies land designated as 'open countryside' and is therefore contrary to Government policy.
3. Drawing number 19927/012 is ambiguous as two different heights are quoted for the building. The cross section states that the parapet height is 56.2m whilst the East Elevation drawing states it to be 12.7m. This needs clarification. 56.2m is preposterous and would rival Norwich Cathedral as a stand out building.
4. The visual impact would be significant, even at the lower stated height of 12.7m. This is compounded by the fact that the proposed building sits on a rise.
5. The application is for relocation of staff from existing sites, not new employment for the Snetterton area.
6. The addition of anything up to 110 car journeys through Snetterton village and up Chalk Lane would have a profound negative affect on the villagers' quality of life in traffic and pollution terms. Chalk Lane is a single lane road, already busy in the morning and evening at peak commuting time, with school buses and DPD vans using Chalk Lane and the village as a cut through. All this is before the Snetterton Bio Mass is commissioned when at least 50 HGV lorries will be accessing the site from A11 north and south at Chalk Lane.
7. The proximity of tanks and refuse / recycling area to South End of Snetterton will cause intrusive tipping and reversing noise when lorries access that area to remove waste.
8. Unsightly pallet stacks will be visible for residents of South and North End of Snetterton.
9. The building of the bio mass plant should not be taken as a green light for further inappropriate building on agricultural land. The residents of Snetterton and the surrounding villages are already suffering considerable visual impact from the commencement of the bio mass construction.
10. There appears to be an assumption from the applicants that planning permission is going to be granted for this and all other developments that are planned on the 100 acres of agricultural land. As the first building to be constructed within a new area of industrial and commercial development the scale of the proposed structure in its immediate environment will be significant. However, it is comparable with similar buildings located to the south-east of the A11 and off Chalk Lane to the east and its scale will be lessened as other development takes place on adjacent sites.
11. The accident assessment cannot be viewed as having validity since it has been undertaken prior to the movement of a minimum of 50 lorries per day on and off A11 and Chalk Lane which, statistically will increase the likelihood of accidents.
12. The positioning of the HGV turning head is proposed to be near to the village which will create noise which will affect the residents of Snetterton.

QUIDENHAM PARISH COUNCIL CHAIRMAN -

Quidenham Parish Council is very concerned at the increased volume of traffic that this development will generate. Although the route through our villages of Eccles and Quidenham has a seven ton weight limit, most of the vehicles relating to this company, (40 light vans etc), are

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under this limit and therefore free to use this route. The extra volume which will be generated is just too much for these small rural roads.

GARBOLDISHAM PARISH COUNCIL -

Garboldisham Parish Council have concerns about this development with regard to traffic movements. As you will be aware, the B1111 road from the A11 through East Harling, Garboldisham, Hopton etc; is the County Council's preferred route for HGV's and other traffic linking the A11 to the A14. This route is unsuitable for the amount of traffic that it receives and Garboldisham have been actively engaged in the procurement of flashing speed signs in the village to slow traffic down, in the interests of safety. Whilst the Parish Council are in favour of local employment opportunities, they would ask, in this case, that traffic from this new development be routed through Thetford to access the A14, rather than use the unsuitable B1111. I am sure that East Harling, Hopton, Barningham etc. on this route would concur with these sentiments.

HARLING PARISH COUNCIL -

Harling PC have concerns in the increase of traffic this development will bring with it. East Harling is already flooded with delivery vehicles from the Snetterton Estate using the village as a cut through. The B1111 is already the NCC preferred route for HGV's, although it is unsuitable for the size and volume of these vehicles that come through its narrow winding roads. Harling PC are already campaigning for this route to be reviewed and strongly oppose any plans for any increase in traffic that this development would bring. We concur 100% with the comments already made by Garboldisham Parish Council.

SHROPHAM P C -

The unanimous view of Shropham Parish Council is that all traffic to and from the site should be via the A11. Shropham has a 7.5 ton weight restriction limit and the Police recognise the Hargham/Watton road through the village as a rat run. The sharp bends in front of Shropham House are a dangerous area particularly with fast moving tractors and trailers approaching from the direction of Watton having to go on to the crown of the road to avoid an overhanging tree. There have been accidents and injury at these bends. Highways have rejected all traffic calming measures and it is important not to exacerbate the already problematic traffic through Shropham.

Shropham Parish Council requests that a condition be placed on these applications to ensure that a traffic routing agreement be imposed that would prevent traffic accessing or egressing the proposed development, from using the local road network and instead be restricted to the A11 and the Snetterton gyratory.

ENVIRONMENT AGENCY

No objections.

EAST HARLING I D B

No objections.

HIGHWAYS ENGLAND

No objection.

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NORFOLK COUNTY COUNCIL HIGHWAYS

No objection. The private road serving the site gains access directly from A11 Trunk Road for whom Highways England is the responsible Authority.

ECONOMIC DEVELOPMENT

Breckland Council's Economic Development Service fully supports this application which enables substantial growth and expansion opportunities to a long established local and very successful business. It also offers continued and additional employment opportunities to local residents and makes far better sense at the proposed utilisation of one site activity which is currently spread over four.

ENVIRONMENTAL HEALTH OFFICERS

No objection subject to conditions.

CONTAMINATED LAND OFFICER

No objection subject to conditions.

HISTORIC ENVIRONMENT OFFICER

No objection subject to conditions.

FLOOD & WATER MANAGEMENT TEAM

Comments awaited.

FIRE AND RESCUE SERVICE

No objection subject to a condition requiring a fire hydrant.

BRECKLAND ASTRONOMICAL SOCIETY

External lighting should be designed to avoid light pollution.

ENVIRONMENTAL PLANNING

Having had the opportunity to read the Case Officer's report to the Planning Committee I agree with the Principle of development appraisal against the policies of the adopted Core Strategy and the NPPF contained within section 2.

In addition I would point out that paragraph 216 of the NPPF states that:

From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan,(the more advanced the preparation, the greater the weight that may be given).

In this regard the most recently published version of the emerging Local Plan is the Issues and Options consultation document which was published in November 2014. Whilst this document does not contain specific policies, the Spatial Vision envisages significant employment growth

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along the A11 corridor as a part of the Council's vision during the plan period. The Spatial Strategy also places an emphasis on economic prosperity and sustainable growth along the A11 corridor.

The yet to be published Preferred Options consultation document having considered the consultation response to the issues and options continues to support the vision and strategy set out in the earlier document.

Officers consider that the A11 corridor and specifically Snetterton Heath offers the potential to provide economic and employment growth in a wide range of industries and logistical uses which are important to not only the economy of Breckland but also at a more strategic level. The Council is part of a wider joint project that was commissioned together with the two districts of South Norfolk and Forest Heath with the overall aim of capitalising on the significant improvements in accessibility arising from the duelling of the A11.

Officers would prefer to oversee a co-ordinated plan led approach to developing the district and it is the intention that the Local Plan will continue to identify Snetterton as a strategic employment location.

ANGLIAN WATER SERVICE - No Comments Received

PRINCIPAL PLANNER MINERAL & WASTE POLICY - No Comments Received

ENVIRONMENTAL PLANNING - No Comments Received

MR J.P. COWEN - No Comments Received

MR W H C SMITH - No Comments Received

REPRESENTATIONS

A number of objections to the proposal have been received from local residents. The concerns raised relate principally to increased traffic on local roads, harm to the appearance of the area, loss of amenity due to increased smells and potential light pollution.

ASSESSMENT NOTES

1.0 This application is referred to Planning Committee as a major development proposal. The application was deferred from consideration at the December meeting to enable a Committee site visit to take place.

2.0 Principle of development

2.1 The application site falls outside the identified employment area for Snetterton Heath, as defined on the Core Strategy Proposals Map. Core Strategy Policy DC07 only permits new employment development outside identified and allocated general employment areas where certain criteria are met. Essentially, these criteria are that: i) no other suitable allocated sites are available, ii) that the development would not be suitable for an allocated site, and iii) that no

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adverse traffic effects would result. In this case there is nothing to suggest that the development would, in principle, be unsuitable for an allocated or established employment area. The proposal would not satisfy criterion ii) therefore and would thus conflict with Policy DC07.

2.2 The applicant has sought to justify the proposal on the basis of the need to expand and rationalise the existing business operations and in relation to the availability of other suitable sites. It is understood that the business has expanded considerably in recent years and that existing company facilities at Threxton Road, Watton, have been developed as far as possible. Additional units have been rented, but no further land is available there.

2.3 Discussions have been ongoing between the applicant and the Council's Economic Development team since 2009, during which time a number of potential sites have been investigated in detail, including land/premises at Attleborough, Great Ellingham and Melton Constable. Consideration has also been given to other land at Snetterton Heath to the south of the A11, but no freehold land of sufficient size (2-2.5 hectares) has been available. The allocated land at Snetterton Heath, to the north of the A11, has been effectively fully developed. A larger area is allocated to the south of the A11, and whilst there is a good deal of undeveloped land here, much of this has not been brought forward for development or is available only on a leasehold basis.

2.4 Development of the application site would allow the company to expand and consolidate manufacturing, storage, distribution, sales and administrative operations on a single site. The applicant states that such expansion is critical to the continued success of the company. The location of the site would be sufficiently close to existing operations to enable existing staff to be retained and relationships with local firms and suppliers maintained. The application site would also provide good access to the primary road network, a key consideration for the business. Approximately 110 staff would be employed at the proposed new factory.

2.5 It is also relevant to note that Snetterton Heath is identified in the Core Strategy as a strategic location for employment growth due to its location on the A11 corridor and close proximity to Attleborough. Policy CP03 targets the creation of 500 - 1,500 new jobs here by 2021 and proposes the allocation of some 20 hectares of employment land in addition to that currently included in the defined employment area. This additional has yet been allocated. This approach is set to continue in the emerging Local Plan. In broad locational terms the proposal would be consistent with the overall strategy to encourage employment development at Snetterton.

2.6 Although the application site lies outside the defined employment area, it is close to it and would form a logical addition to the existing commercial area to the north of the A11. The location of the site would not prejudice the comprehensive development of the adjoining land to the west, should that be proposed at a later date. Space would also be left for the potential expansion of the existing businesses to the east.

2.7 National planning policy as set out in the NPPF also provides strong support for economic

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development generally. Paragraph 19 sets out the Government's commitment to ensuring that the planning system does everything it can to support sustainable economic growth and advises that significant weight should be given to the need to support such growth. As set out below, the proposal would not cause significant harm to the character of the area and would be acceptable in transport terms. For these reasons, it is considered that the proposal would constitute sustainable economic growth of the sort supported by the NPPF.

2.8 The proposal is supported by both the Council's Economic Development team and Norfolk County Council's Economic Development sub-committee.

2.9 On this basis, it is considered that the combination of relevant factors set out above, particularly in relation to the scheme's employment and economic benefits, provide a reasoned and suitable justification for approval of the proposed development as an exception to Core Strategy Policy DC07. The principle of the development is considered to be acceptable therefore.

3.0 Character and appearance

3.1 Core Strategy CP11 seeks to protect the countryside for the sake of its intrinsic beauty and rural character. To this end, Policy CP11 requires the release of land for development to have regard to the findings of the Council's Landscape Character Assessment (LCA). New development should be designed to be sympathetic to key landscape features.

3.2 The site falls within the Snetterton Heath Plateau landscape character area, key characteristics of which include a strong sense of openness, large scale arable fields, with the generally flat and elevated terrain providing long distance panoramic views and prominent skylines.

3.3 The proposed development would be substantial in scale and would extend the existing area of commercial development westwards into an area of open countryside. The proposed development would inevitably reduce the openness of its surroundings and have an urbanising effect. Some harm to the character and appearance of the surrounding rural landscape would thus be caused.

3.4 Short and medium distance views of the proposed development would be available from the A11 and the Snetterton Interchange when approaching from south-west and east respectively. The development would also be visible from Chalk Lane when approaching from the north, although views would be heavily filtered by existing vegetation and development. The development would not, however, be a particularly prominent feature in wider landscape views due to the screening effects of the surrounding topography and existing vegetation and development. The visual impacts of the scheme would therefore be localised.

3.5 The effects of the proposal on the immediate locality would be limited to an extent by the

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presence of existing large scale industrial/warehousing development just to the east, which itself dilutes the rural character of the area. The scale, design and materials of the new factory would be consistent with those of other buildings within the nearby employment areas, and in this context the proposal would not appear out of place. The design of the building, particularly its use of different coloured cladding, the external expression of bays and the extensive use of glazing to office areas, would also help to break up its bulk and add visual interest.

3.6 The submitted scheme proposes landscaping to the perimeter of the site. Whilst this would enhance the appearance of the development when viewed close to, it is considered that a more extensive landscaping scheme would be needed to successfully assimilate the development into the surrounding rural landscape. The applicant has agreed in principle to this. Such landscaping would also have the additional benefit of softening the impact of existing development to the east, which presents a rather hard edge to the countryside currently.

3.7 It is concluded, therefore, that whilst a degree of harm would be caused to the character and appearance of the rural landscape in conflict with Policy CP11, this harm would not result in significant adverse effects and could be mitigated in part by appropriate landscaping.

4.0 Traffic

4.1 A good deal of local concern has been raised about the effects of traffic generated by the proposal, particularly on minor roads in the vicinity, such as Chalk Lane which links Snetterton Heath with the main village of Snetterton to the north. However, neither Highways England nor Norfolk County Council has objected to the application or raised concerns about effects on the surrounding highway network.

4.2 The applicant estimates that five to ten HGVs would visit the site daily. These would generally access the factory directly from the A11 trunk road via the existing grade separated junction, the proximity of which to the site was a significant factor in the selection of this location. The company also operates a fleet of around 40 vans which make deliveries throughout the south-east region on a daily basis. Again, the majority would use the A11, travelling south to the A14. Currently, only one vehicle makes deliveries in Norfolk once a week.

4.3 The applicant's original facility at Watton would continue to operate and it is estimated that one HGV per day would travel between Watton and Snetterton. The applicant has indicated that this vehicle would be directed to take an appropriate route, avoiding local villages. In any event, weight restrictions at Shropham would prevent this vehicle using Hargham Road and Chalk Lane. It is also suggested that contracting the size of operations at Watton and closing the Hingham facility would reduce goods vehicle traffic generally on local and more minor roads.

4.4 In terms of staff traffic movements, current employees would commute from Watton, Thetford, Attleborough, Dereham and Norwich. It is understood that some car-sharing already occurs and this could be encouraged further by the adoption of a Workplace Travel Plan,(a

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planning condition is recommended in this respect). Two daily production shifts would operate and there would be different start times for delivery drivers and office staff. Staff movements would thus be spread across the day. The applicant also anticipates that location of the factory would enable a larger pool of labour to be accessed along the A11 corridor, the likely effect of which would be to reduce commuting from Watton in the longer term.

4.5 Taking these considerations into account, it is concluded that appropriate and safe access would be provided. Commercial traffic generated would not be excessive in level and would in the main access the development via the existing trunk road network. Staff traffic movements would be dispersed more widely, but are likely also to focus on the A11 and other local distributor roads. Significant effects on local minor roads are unlikely to occur therefore. On this basis the proposal is considered to be acceptable in highway terms.

5.0 Other matters

5.1 Effects on local amenity - The proposed manufacturing process would involve the selection, chopping and blending of raw meat, vegetables, fruit and other natural foods to create dog and cat foods. Food would be delivered and stored in a frozen or chilled state and no cooking would be carried out. A range of other pet food in cans, pouches and in dried form, which is manufactured elsewhere, would also be stored and distributed from the site. On this basis it is considered that the proposal would not be likely to result in the emission of unacceptable odours. Some noise and disturbance would be generated by general activity and traffic, but given the presence of other commercial activities, the nearby trunk road and the distance to residential properties, it is not considered that this would have any significant effect on the locality. The Council's Environmental Health Officer has raised no objection to the proposal subject to conditions. The proposal would not conflict therefore with Policy DC01, which seeks to protect local amenity.

5.2 Ecology - The site is considered to be of low ecological value being open arable land. The existing buildings to be removed, which are former wartime Romney huts, are not considered to provide suitable habitat for bats or owls.

5.3 Loss of agricultural land - Some local concerns have been raised about the loss of agricultural land. The site, which extends to some 2.9 hectares, is classified as Grade 3 land and is currently in arable cultivation. The NPPF states that local authorities should take into account the economic and other benefits of the best and most versatile agricultural land, particularly in plan making when decisions are made on which land should be allocated for development. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality. Due to the relatively small size of the site it is not considered that its loss from agricultural production would be significant.

5.4 Power supply - Development at Snetterton Heath has been constrained by limitations on the local power supply network. However, the applicant has confirmed that UK Power Networks has

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offered a power supply which is adequate to meet initial requirements. A detailed study of the proposed power demand is being undertaken and an updated offer will be sought from the provider as necessary. It is also intended to utilise part of the extensive roof of the new factory to generate electricity by photovoltaic solar panels.

6.0 Conclusion

6.1 The proposal would provide a significant investment in economic development at Snetterton Heath. Although outside the defined Employment Area, the proposal would nevertheless be consistent with the Council's identification of the area for strategic employment growth and with the Government's wider growth agenda. The proposal would secure existing jobs and create additional employment. Significant weight must be given to this consideration in the planning balance. The site benefits from good links to the strategic road network and there is nothing to indicate that it would be likely to result in significant increases in traffic on unsuitable local roads. Nor is it considered likely that the proposal would give rise to other material adverse environmental effects due to noise or smell. Whilst the proposal would cause some harm to the rural landscape, for the reasons set out above, it is not considered that this effect would be significant. Weighed against the benefits of the proposal, the harm to landscape would not amount to a compelling reason for refusal.

6.2 Overall, it is considered therefore that the proposal amounts to sustainable development to which the presumption in favour would apply. It is recommended therefore that permission is granted subject to conditions.

RECOMMENDATION Planning Permission

CONDITIONS

1001 This decision is subject to these CONDITIONS:-

3007 Full Permission Time Limit (3 years)

3047 In accordance with submitted

3380 Archaeological work to be agreed

3408 Landscaping - details and implementation

3510 Height limit for storage

3518 Noise level restriction

3548 Full details of external lighting

DE14 Non standard design condition

ER18 Construction Method Statement

HA24 Provision of parking and servicing - when shown on plan

HA27 Cycle parking - achievable

HA43 Travel plan not agreed at planning stage

A

HA43 Travel plan not agreed at planning stage

B

3860 Non-standard drainage condition

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- 3870** Non-standard drainage condition
- 3996** Note - Discharge of Conditions
- 4000** Variation of approved plans
- 2014** Criterion E - Planning Apps Where Approved

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ITEM	6	RECOMMENDATION : APPROVAL
REF NO:	3PL/2015/0982/F	CASE OFFICER: Nick Moys
LOCATION:	SNETTERTON Grange Farm Chalk Lane	APPN TYPE: Full POLICY: Out Settlemnt Bndry ALLOCATION: CONS AREA: N TPO: N LB GRADE: N
APPLICANT:	Twells Partnership Grange Farm Chalk Lane	
AGENT:	Plandescil Ltd Connaught Road Attleborough	
PROPOSAL:	Extension to access road & creation of drainage lagoon	

REASON FOR COMMITTEE CONSIDERATION

The proposal is linked to a major development application 3PL/2015/0967/F. That application is included on this agenda.

KEY ISSUES

Highway safety.
Character and appearance.
Ecology.

DESCRIPTION OF DEVELOPMENT

Permission is sought to extend an existing roadway to serve future commercial development at Snetterton Heath. The proposal would extend a recently constructed access road linked to the A11 Snetterton interchange. The new road would extend for some 300 metres and would be constructed to industrial estate road specifications, with a 7.3 metre carriageway and two metre footways. The roadway would be drained to a proposed infiltration basin.

SITE AND LOCATION

The application site comprises an area of some 0.9 hectare of agricultural land to the north and west of the Snetterton Heath Employment Area. The site is bounded on all sides by open land, beyond which there is established commercial development on Chalk Lane to the east, the International Horse Rescue Centre to the north and a solar farm to the south-west.

EIA REQUIRED

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No.

RELEVANT SITE HISTORY

Planning permission was granted in December 2012 for a new roadway off the Snetterton Interchange into the site.

POLICY CONSIDERATIONS

The following policies of the adopted Breckland Core Strategy and Development Control Policies and the adopted Site Specific Policies and Proposals Document, including the Proposals Maps, have been taken into consideration in the determination of this application. The provisions of the National Planning Policy Framework have also been taken into account, where appropriate

CP.04	Infrastructure
CP.11	Protection and Enhancement of the Landscape
NPPF	With particular regard to paras. 6-14, 18-21, 32, 34, 109 & 112.
NPPG	National Planning Practice Guidance
NP	Neighbourhood Plan: None applicable.

CIL / OBLIGATIONS

Not Applicable.

CONSULTATIONS

SNETTERTON P C -

Snetterton Parish Council wish to object in the strongest possible terms to the application ref 3PL/2015/0982/F on the following grounds:

The proposed site of the intended development of the agricultural land north of the A11 is outside the designated employment and development area for Snetterton Heath and therefore contrary to policy. There is, therefore, no necessity to extend the current roadway or create a drainage lagoon.

Snetterton Heath hasn't got the infrastructure in place to accommodate any additional development ie: electricity supply is not sufficient.

The original planning consent referred to in the design and access statement was for the purpose of access to the potato store, straw barn by agricultural vehicles and the solar park, for maintenance vehicles only.

The application should not over-ride current Government planning policy.

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SHROPHAM P C -

The unanimous view of Shropham Parish Council is that all traffic to and from the site should be via the A11. Shropham has a 7.5 ton weight restriction limit and the Police recognise the Hargham/Watton road through the village as a rat run. The sharp bends in front of Shropham House are a dangerous area particularly with fast moving tractors and trailers approaching from the direction of Watton having to go on to the crown of the road to avoid an overhanging tree. There have been accidents and injury at these bends. Highways have rejected all traffic calming measures and it is important not to exacerbate the already problematic traffic through Shropham.

Shropham Parish Council requests that a condition be placed on these applications to ensure that a traffic routing agreement be imposed that would prevent traffic accessing or egressing the proposed development from using the local road network and instead be restricted to the A11 and the Snetterton gyratory.

QUIDENHAM PARISH COUNCIL CHAIRMAN -

Quidenham Parish Council are concerned at the apparent lack of an overall planning strategy for the whole of the Snetterton area, especially in respect of transport. The result will be chaos on our minor roads. Also, it seems that Snetterton is being 'used' as a site to develop the more unsavoury part of industry.

ENVIRONMENT AGENCY

No objection subject to conditions.

NORFOLK COUNTY COUNCIL HIGHWAYS

It is noted that the access road is to remain private and since this will be directly served by A11 Trunk Road. I would advise you obtain the views of Highway England. As with the previous application 3PL/2012/1067 this advice relates to the access road only and does not relate to any future development proposals.

FLOOD & WATER MANAGEMENT TEAM

Officers have screened this application and it falls below our current threshold for providing detailed comment. This is because the proposal is for less than 250 dwellings or 5 ha in size and is not within a surface water flow path as defined by Environment Agency mapping. You should satisfy yourself that the applicant has demonstrated compliance with paragraph 103 of the NPPF and other relevant guidance by ensuring that the proposal would not increase flood risk elsewhere and that Sustainable Drainage Systems for the management of run-off are put in place.

ECOLOGICAL AND BIODIVERSITY CONSULTANT

A Preliminary Environmental Appraisal (PEA) and any further surveys as required by the PEA should be undertaken and reported prior to the determination of this application.

CONTAMINATED LAND OFFICER

No objections or comments on the grounds of contaminated land.

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ENVIRONMENTAL HEALTH OFFICERS

No objections.

CPRE NORFOLK

CPRE Norfolk is especially concerned that the expansion of an area for industrial estate usage has the potential to increase light pollution in an area classified as Rural Dark Landscape in the Norfolk County Council Environmental Lighting Zones policy.

BRECKLAND ASTRONOMICAL SOCIETY

External lighting should be designed to avoid light pollution.

NORFOLK RIVERS INTERNAL DRAINAGE BOARD - No Comments Received

MR J.P. COWEN - No Comments Received

MR W H C SMITH - No Comments Received

REPRESENTATIONS

Objections have been received from a number of local residents. Concerns raised relate to:

- loss of rural character
- light pollution
- increased traffic on local rural roads
- lack of infrastructure
- air quality
- loss of agricultural land

ASSESSMENT NOTES

1.0 This application is referred to Planning Committee as it is linked to a major development proposal,(ref 3PL/2015/0967/F),included on this agenda). The application was deferred from consideration at the December meeting to enable a Committee site visit to take place.

2.0 Principle of development

2.1 The application seeks permission only for the construction of a new roadway. Although details of potential future commercial development adjacent to the road are shown indicatively, these do not form part of the application. A separate planning application, (ref 3PL/2015/0967/F), has been submitted for the development of land to the west as a pet food factory. The alignment of the proposed road would not prejudice any further planned commercial development, and indeed would allow for the potential expansion of existing business to the east. Subject to environmental and highway safety considerations,(see below), the principle of development is considered to be acceptable.

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3.0 Character and appearance

3.1 The proposed roadway would run across an open agricultural field, and would inevitably alter the appearance of the site and have an urbanising effect. However, the roadway would not be a prominent feature in the landscape. Whilst the roadway would be visible in some short distance views when approaching from the south and east, it would be seen in the context of adjacent large scale commercial development and would not appear unduly out of place. Due to the nature of the proposal, its effect on the wider landscape would be very limited. Landscaping to the roadway could be required by condition in order to help assimilate the development into its immediate surroundings. No street lighting is proposed. It is considered therefore that the proposal would not result in any significant harm to the character and appearance of the area.

4.0 Highway safety

4.1 Although not intended for adoption by the Highway Authority, the proposed roadway has been designed in accordance with the relevant NCC standards and specifications for industrial estate roads. The width, alignment and construction of the road are therefore considered suitable for its intended use. No objections have been raised by either the Highway Authority or Highways England. It is considered therefore that the proposal would provide a safe means of access.

5.0 Ecology

5.1 The site is considered to be of low ecological value being open arable land. The buildings proposed for demolition, which are wartime Romney huts, are not considered to provide suitable habitat for bats or owls.

6.0 Other matters

6.1 A number of the local representations made in relation to the application refer to the likely effects of potential further commercial development. However, as noted above, such development does not form part of this application. Planning applications must be determined on their own merits.

6.2 Given the small land take of the proposal, no significant loss of agricultural land would result from the proposal.

7.0 Conclusion

7.1 For the reasons set out above, it is considered that the proposal would not cause material harm to the local environment or to highway safety. The application is therefore recommended for approval subject to conditions.

RECOMMENDATION

Planning Permission

CONDITIONS

- 1001** This decision is subject to these CONDITIONS:-
- 3047** In accordance with submitted
- 3007** Full Permission Time Limit (3 years)
- 3380** Archaeological work to be agreed
- 3408** Landscaping - details and implementation
- 3860** Drainage condition: surface water
- 3870** Drainage condition: oil interceptors
- 3996** Note - Discharge of Conditions
- 4000** Variation of approved plans
- 2014** Criterion E - Planning Apps Where Approved

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ITEM	7	RECOMMENDATION : APPROVAL
REF NO:	3PL/2015/1002/F	CASE OFFICER: Jemima Dean
LOCATION:	DEREHAM Morrisons Station Road	APPN TYPE: Full POLICY: In Settlemnt Bndry ALLOCATION: CONS AREA: Y TPO: N LB GRADE: Adjacent Grade 2
APPLICANT:	WM Morrison Supermarkets Plc C/O AGENT	
AGENT:	Peacock & Smith Ltd Suite 9C Joseph's Well	
PROPOSAL:	Variation of condition 9 of Planning Permission 3PL/2001/1513/F to extend delivery hours	

KEY ISSUES

Principle of development
Impact upon neighbouring amenity

DESCRIPTION OF DEVELOPMENT

This application seeks to vary condition 9 of planning permission 3PL/2001/1513/F, (demolition of buildings, extensions and improvements. Extension of car parking and erection of car wash building), at Morrisons supermarket, which is located within Dereham Town Centre. Condition 9 restricts the loading/unloading of vehicles as follows:

No loading or unloading of vehicles shall take place outside the hours of 6.00am to 10.00pm.
Reason for condition:-
In the interests of the amenities of local residents.

This application seeks to vary this so deliveries can take place between 5am and 10pm Monday to Saturday and between 6am and 10pm on Sundays and Bank Holidays.

SITE AND LOCATION

Morrisons is a supermarket located within Dereham Town Centre. The site is bounded to the south east, east and north by the highway, to the west by residential dwellings and the police station, and to the south by residential dwellings.

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EIA REQUIRED

No.

RELEVANT SITE HISTORY

3PL/2001/1513/F - Demolition of buildings, extensions and improvements. Extension of car parking and erection of car wash building. Approved.

3PL/2002/0637/F - Resiting of car wash, elevational treatment and works associated with petrol filling station facilities. Approved.

POLICY CONSIDERATIONS

The following policies of the adopted Breckland Core Strategy and Development Control Policies and the adopted Site Specific Policies and Proposals Document, including the Proposals Maps, have been taken into consideration in the determination of this application. The provisions of the National Planning Policy Framework have also been taken into account, where appropriate

CP.07 Town Centres

DC.01 Protection of Amenity

NPPG National Planning Practice Guidance

NPPF With particular regard to paragraphs 17 and 23

CIL / OBLIGATIONS

Not applicable.

CONSULTATIONS

DEREHAM T C -

Dereham Town Council raised concerns regarding the vehicle reversing alarms which already cause a nuisance. Since commenting on the application the Town Council have been notified of the imposition of a condition if approved relating to the submission of a noise mitigation and management plan which would allay their concerns.

NORFOLK COUNTY COUNCIL HIGHWAYS

There are no highway objections to the proposal.

ENVIRONMENTAL HEALTH OFFICERS

Strong concerns relating to noise nuisance but if Members agree to approve the application a condition is suggested in respect of a noise management plan.

ASSET MANAGEMENT

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Acknowledged, but no specific comments.

CRIME REDUCTION & ARCHITECTURAL LIAISON OFFICER

I have no comment to make.

MID NORFOLK RAILWAY PRESERVATION TRUST - No Comments Received

Three responses have been received from neighbours to the application site raising concerns relating to: the submitted noise survey; noise disturbance made by unloading; engine noise and fridges running.

REPRESENTATIONS

None.

ASSESSMENT NOTES

1.0 This application is referred to the Planning Committee as it relates to a major application.

2.0 Principle of Development

2.1 Policy CP07 relates to development within town centres and gives support to maintaining and enhancing the vitality and viability of Dereham Town Centre and the proposed development is acceptable in principle.

3.0 Impact on Neighbouring Amenity

Local representations (two) were received raising the following concerns:

- Residents are already disturbed by current working hours;
- Drivers already arrive before 6am and after 10pm causing disturbance; and
- Should look into making the unloading quieter.

3.1 The Environmental Health Officer has raised concerns regarding the increase of the operational hours in the morning could give rise to noise caused sleep disturbance to the closest residence and possible nuisance. He states that if the application is to be approved he would recommend the imposition of a condition relating to the submission of a noise mitigation and management plan. This should include the turning off of lorry refrigeration plants as they leave the highway, the type of reversing alarms on the lorries and the instructions to staff, (both drivers and unloading staff), designed to prevent or minimise noise generation.

3.2 Subject to the provision and implementation of a suitable noise mitigation and management plan it is considered extending the delivery hours by one hour in the morning would not impact significantly upon neighbour amenity and therefore is deemed acceptable.

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3.3 It is considered that the imposition of this condition adequately addresses concerns raised by neighbours and the Town Council.

4.0 Other Matters

4.1 The Highway Authority raised no highway objections to the proposal, which is considered not to give rise to impact in terms of highway safety.

4.2 The Norfolk Constabulary Architectural Liaison/Crime Prevention Officer had no comments to make on the application.

5.0 Conclusion

5.1 In conclusion the application is considered to be acceptable in planning terms and therefore is recommended for approval. All previous conditions would be re-imposed.

RECOMMENDATION

Planning Permission

CONDITIONS

- 3047** In accordance with submitted
- 3920** Loading and unloading hours
- 3920** Noise mitigation and management plan
- 3920** Car wash hours
- 3920** Lighting
- 3920** CCTV
- 3920** Parking
- 4000** Variation of approved plans
- 3996** Note - Discharge of Conditions
- 2000** NOTE: Application Approved Without Amendment
- 2014** Criterion E - Planning Apps Where Approved

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ITEM	8	RECOMMENDATION : REFUSAL
REF NO:	3PL/2015/1055/F	CASE OFFICER: Barbara Greengrass
LOCATION:	STANFIELD Owl Cottage Fakenham Road	APPN TYPE: Full POLICY: Out Settlemnt Bndry ALLOCATION: CONS AREA: N TPO: N LB GRADE: N
APPLICANT:	Mr & Mrs Moore Mangreen Farm Fakenham Road	
AGENT:	Mr & Mrs Moore Mangreen Farm Fakenham Road	
PROPOSAL:	Change of use of annexe to residential	

REASON FOR COMMITTEE CONSIDERATION

This application is being presented to Committee as it has been called-in by the local Councillor.

KEY ISSUES

Sustainable development
Character and appearance
Amenity impact
Highway safety

DESCRIPTION OF DEVELOPMENT

The application proposes the use of an annexe to an independent dwelling. The annexe was permitted in 1991 to accommodate the parents of Mr & Mrs Moore who occupied Mangreen Farm and a Section 106 Agreement was imposed to ensure it remained as ancillary accommodation and not occupied as an independent dwelling. Vehicular access to the site is from the east along a lengthy single track lane onto Fakenham Road.

SITE AND LOCATION

The application site forms part of the isolated pocket of development in open countryside to the north of the village of Stanfield. The annexe building is attached to a barn which is currently used for domestic storage and storage of machinery, wood and tools. Directly south there are three dwellings occupied by the applicants and their family. Further west but directly south of the annexe there is a separate dwelling accessed from Back Lane called Ye Olde Farmhouse. The site together with Ye Olde Farmhouse stands alone and is not surrounded by any other development.

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EIA REQUIRED

No.

RELEVANT SITE HISTORY

3PL/1991/1287/F - conversion of barn to granny annexe and craft workshop - approved personal to Mr & Mrs Moore and subject to S106 Legal Agreement to ensure the annexe remained as ancillary accommodation not occupied as an independent dwelling.

3PL/2014/0856/EU - established use certificate for the use of the annexe as a separate dwelling - refused.

POLICY CONSIDERATIONS

The following policies of the adopted Breckland Core Strategy and Development Control Policies and the adopted Site Specific Policies and Proposals Document, including the Proposals Maps, have been taken into consideration in the determination of this application. The provisions of the National Planning Policy Framework have also been taken into account, where appropriate

CP.11	Protection and Enhancement of the Landscape
DC.01	Protection of Amenity
DC.16	Design
DC.20	Conversion of buildings in the countryside
NPPG	National Planning Practice Guidance
NPPF	With particular regard to paras 7 & 17.

CIL / OBLIGATIONS

As a new dwelling Policy DC11 is relevant but there are no costed up projects in the vicinity of the site.

CONSULTATIONS

STANFIELD P C -

The Parish Council supports this application.

NORFOLK COUNTY COUNCIL HIGHWAYS

From the information submitted the dwelling would appear to comprise a one bedroom cottage which has been occupied since around 2010. Given the size of the property, together with the number of other uses served by the access, I consider I would find it difficult to substantiate a highway objection to the proposal.

REPRESENTATIONS

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Two letters have been received from local residents objecting to the proposal and raising the following main concerns;

- the submitted plans are not accurate;
- overlooking;
- dispute over land ownership;
- precedent for further similar development;
- an expanding residential settlement in this location is out of character and unsustainable in this location;
- contrary to Policy CP14 and NPPF paragraph 55;
- this will be two storey but the other dwellings on the site are single storey;
- isolated houses in the countryside should be avoided;
- the location is not close to local amenities;
- poor public transport links mean the residents will be car dependant.

ASSESSMENT NOTES

This application is being presented to Committee as it has been called-in by the local Councillor.

1.0 Sustainable development

1.1 As the application site lies within the countryside this application needs to be considered against Policy DC20 of the Core Strategy which relates to the conversion of buildings in the countryside, as the building already exists. This states that commercial use of the building has to be shown to be unviable. Such information has not been provided. The use of this annexe as an independent dwelling needs to take account of the sustainability of the location, impact of the development on the character and appearance of the landscape and the quality of design, highway issues and the capacity of the building to be converted without substantial rebuilding.

1.2 In this situation, the presumption in favour of sustainable development set out in the National Planning Policy Framework (NPPF) means that permission for development should be granted unless any adverse impacts of so doing would significantly and demonstrably outweigh the benefits or specific policies in the Framework indicate that development should be restricted.

1.3 As per paragraph 7 of the NPPF, there are three dimensions to sustainable development: economic, social and environmental. The NPPF states that these roles should not be undertaken in isolation, because they are mutually dependent.

1.4 The NPPF indicates that rural housing should be located where it will enhance or maintain the vitality of rural communities and that isolated houses in the countryside should be avoided. In this case there are other dwellings close to this annexe and in this sense the proposal does not stand alone, however it is still in an isolated location in terms of sustainability and the degree of accessibility of the proposal to services and facilities is relevant.

1.5 The social role of sustainable development seeks to ensure, amongst other matters, the

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creation of a high quality built environment with accessible local services. The nearest village to the site is Brisley which benefits from a primary school but no other local amenities. Likewise, Stanfield does not benefit from any local amenities. The nearest neighbouring settlements which benefit from a village shop are the villages of Mileham and North Elmham. Neither of these villages benefit from an extensive range of local services. The nearest town that offers services that has the potential to meet all everyday needs, including shopping and employment is Dereham. Dereham however, is located some six miles to the south and the site connections with the town by bus are extremely poor. Car dependency is therefore likely to be high, inconsistent with the social and environmental dimensions of sustainable development. This consideration weighs heavily against the proposal.

1.6 The proposal would make a positive, albeit modest, contribution towards the provision of housing in the area. With regard to availability and deliverability, the site is within the applicant's ownership and available now.

2.0 Character and Appearance

2.1 The environmental role of sustainable development seeks to, in part, contribute to protecting and enhancing the natural, built and historic environment. Consideration of a development's impact on the character and appearance of the area within which it is situated is therefore integral to the environmental dimension of sustainable development, as is design. In addition Policy CP11 of the Core Strategy clearly states that the landscape of the District will be protected for the sake of its own intrinsic beauty and its benefit to the rural character and in the interests of biodiversity, geodiversity and historic conservation. In addition new development should embrace opportunities to enhance the character and appearance of an area. These aims are reiterated in paragraph 17 of the NPPF. Paragraph 56 of the NPPF also states that good design is a key aspect of sustainable development.

2.2 The building already exists and has the appearance of a domestic property so additional harm to the character and appearance of the countryside could not be substantiated and although the proposal incorporates the provision of an individual curtilage this harm would be negligible given the site's location away from the public domain. In terms of design the external appearance of the property could be improved as it appears rather weathered having been there for some time, but on the other hand this serves to integrate the built form into its surroundings.

3.0 Amenity Impact

3.1 The juxtaposition of the annexe with the other residential properties adjoining is such that its use as an independent dwelling would cause harm to the residential amenities currently enjoyed by those residents by reason of overlooking. On the first floor the side bedroom window overlooks the rear garden of Ye Olde Farmhouse and on the ground floor a kitchen window overlooks the rear garden of the applicants dwelling.

3.2 In addition, the adjoining barn has permission to be used by Mr & Mrs Moore as a workshop. This use could cause unacceptable harm to the residential amenities of the occupants of the

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proposed dwelling by reason of noise and disturbance not only from within the building but by the potential conflict between the two uses which would share an access and parking area. The use of the property as an independent dwelling would therefore conflict with Policy DC01 of the Core Strategy.

4.0 Highway safety

4.1 The application seeks to utilise the existing access lane serving the site. Although it is single track with no passing places it is a private lane. The Highway Authority raises no objection.

5.0 Conclusion

5.1 The proposal conflicts with the NPPF and Policy DC20 due to its unsustainable location outside a defined Settlement Boundary. The village of Stanfield does not contain accessible local services nor do any of the nearest villages. The nearest full range of services is located in Dereham and with an infrequent bus service, car dependency will be high. The development will not be in a sustainable location. In addition the juxtaposition of this dwelling with the adjoining residential properties and the commercial use of the barn would give rise to harm to the residential amenities of future occupiers of the dwelling as an independent unit. Although there is a modest contribution towards housing land supply, when weighing up the planning considerations there are insufficient merits to justify overriding the demonstrable harm this proposal would cause. As such refusal of the application is recommended.

RECOMMENDATION

Refusal of Planning Permission

REASON(S) FOR REFUSAL

9050 Unsustainable location

9050 Harm to residential amenity

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ITEM	9	RECOMMENDATION : APPROVAL
REF NO:	3PL/2015/1113/F	CASE OFFICER: Nick Moys
LOCATION:	HOCKERING Heath Road	APPN TYPE: Full POLICY: Out Settlemnt Bndry ALLOCATION: CONS AREA: N TPO: N LB GRADE: N
APPLICANT:	Mr M Monk C/O Agent	
AGENT:	EJW Planning Limited Lincoln Barn Norwich Road	
PROPOSAL:	Erection of 6 dwellings	

REASON FOR COMMITTEE CONSIDERATION

This application is referred to Committee as a departure from the Development Plan.

KEY ISSUES

1. Planning Policy.
2. Character and appearance.
3. Highway safety.

DESCRIPTION OF DEVELOPMENT

A development of six, two storey dwellings is proposed. The scheme would comprise three pairs of semi-detached houses and two of the dwellings would be provided as affordable housing. A new shared access is proposed onto Heath Road, together with a new footway along the site frontage. Some minor road widening and an extension of the 30mph speed limit area also proposed. The application is supported by a Planning Statement, Design & Access Statement, Ecological & Protected Species Survey, Contamination Report and Drainage Strategy. The application originally proposed ten dwellings, but was subsequently amended following discussions with officers.

SITE AND LOCATION

The site comprises an area of open and undeveloped land on the northern edge of Hockering. The land is adjoined to the south by existing residential properties, but is otherwise surrounded by open fields. The site boundaries are delineated by hedges and fencing. There is a public footpath immediately to the north of the site.

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EIA REQUIRED

No.

RELEVANT SITE HISTORY

Outline planning permission was refused in 2007 for a dwelling and cattery on policy and highway grounds, (3PL/20007/1236/O).

Planning permission was refused for storage building in 2005 on grounds of visual intrusion, (3PL/2005/0021/F).

POLICY CONSIDERATIONS

The following policies of the adopted Breckland Core Strategy and Development Control Policies and the adopted Site Specific Policies and Proposals Document, including the Proposals Maps, have been taken into consideration in the determination of this application. The provisions of the National Planning Policy Framework have also been taken into account, where appropriate

CP.01	Housing
CP.11	Protection and Enhancement of the Landscape
CP.14	Sustainable Rural Communities
DC.01	Protection of Amenity
DC.02	Principles of New Housing
DC.04	Affordable Housing Principles
DC.16	Design
DC.19	Parking Provision
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

CIL / OBLIGATIONS

A Section 106 Agreement is being drafted to secure the provision of affordable housing. Discussions are on-going in relation to the detail of this provision.

CONSULTATIONS

HOCKERING PARISH COUNCIL -

Much concern about this application. Breckland need to make a site visit before approving this application to fully appreciate the dangerous locality. Road narrows and bends here ,this is not shown accurately on the plans. As the site is really too small for ten, three bed houses, parking outside the development could be an issue and a serious danger. There is no provision for extra parking.

Site is outside the village guidelines and beyond the 30mph limit. This would need to be addressed. Further means would also need to be sought to slow vehicles down as they approach the site.

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Hockering already has three other developments approved on Heath Road. The cumulative effect on the environment and nature of the village needs to be borne in mind. Consequently, if the development goes ahead, the parish council would like to ensure that the hedges at the front of the site are retained. The doctors' surgery at Mattishall is already oversubscribed. An initial application some years ago was turned down due to its dangerous position on Heath Road.

To sum up: site is too small for 10 houses; parking is a serious concern; dangerous locality; site is outside the village guidelines in a very rural spot; major disruption to the environment and character of the village. We request the application goes to the Planning committee and members organise a site visit to see the locality.

Against: three. Abstention: one; In favour: two.

The initial objections raised on this application still stand. Deep concern re extending the village out into rural countryside and it is outside the village boundary. Dangerous location as it is also inevitable that cars will park in the road. Visibility here is poor.

NORFOLK COUNTY COUNCIL HIGHWAYS

No objection subject to conditions.

TREE AND COUNTRYSIDE CONSULTANT

It appears that there is a hedgerow along the front of the site. It is not clear if this hedgerow is to be retained or removed to achieve required visibility splay. NOTE: The existing hedgerow to the front is relatively recently planted and would be replaced by new planting as part of the proposal.

HOUSING ENABLING OFFICER

Breckland's adopted Policy DC04 requires 40% affordable housing on developments of five or more units, which the proposed four units will meet. To ensure affordability in perpetuity, the units should be transferred to an RP at a price which assumes no public subsidy is available, and constructed to current HCA standards. This should be secured via S106 agreement.

Further comments on the revised proposal for two affordable units are awaited.

ECOLOGICAL AND BIODIVERSITY CONSULTANT

No objection subject to a condition requiring the approval and implementation of a Construction Ecological Management Plan.

CONTAMINATED LAND OFFICER

No objections or comments on the grounds of contaminated land, providing the development proceeds in line with the application details.

RAMBLERS ASSOCIATION: NORFOLK AREA

No comment.

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CRIME REDUCTION & ARCHITECTURAL LIAISON OFFICER

A secure perimeter is fundamental to protecting a property and as such I would ask that the vulnerable sides and rear of the units be enclosed with close boarded fencing.

FLOOD & WATER MANAGEMENT TEAM - No Comments Received

REPRESENTATIONS

None.

ASSESSMENT NOTES

1.0 This application is referred to Committee as a departure from the Development Plan.

2.0 Principle of development

2.1 The site of the proposed development falls outside the Settlement Boundary for Hockering. Its development for housing would therefore conflict with Core Strategy Policy CP14 which seeks to focus new housing within defined settlement boundaries. However, as the Council cannot currently demonstrate a five year supply of housing land, Policy CP14 cannot be considered to be up-to-date insofar as it relates to the supply of housing land and can be given little weight.

2.2 In this situation, the presumption in favour of sustainable development set out in the National Planning Policy Framework (NPPF), means that permission for development should be granted unless any adverse impacts of so doing would significantly and demonstrably outweigh the benefits or specific policies in the NPPF indicate that development should be restricted.

2.3 The NPPF defines sustainable development in broad terms by reference to economic, social and environmental considerations, and indicates that planning should seek gains in relation to each element. The provision of housing to meet local needs is identified as a key component of sustainable development and the NPPF seeks to boost significantly the supply of housing. The conservation of the natural environment is also central to the NPPF, including protecting valued landscapes and minimising effects on biodiversity. In order to promote sustainable development in rural areas, the NPPF indicates that housing should be located where it will enhance or maintain the vitality of local communities. Isolated dwellings in the countryside should be avoided unless justified by special circumstances.

2.4 Hockering is not identified as a local service centre in the Core Strategy, but nonetheless benefits from a number of services and facilities, including a primary school, church, garage/shop/post office, village hall and playing fields. These village services would be readily accessible from the proposed development and would be likely to derive some support from future residents. The NPPG indicates that rural housing is essential to ensure viable use of such local facilities.

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2.5 The scheme would therefore be consistent with the NPPF principle that rural housing should be located where it will best support local communities and services. The proposal would also add to the range of housing available in the village, including affordable housing and make a contribution, albeit modest, to the supply of housing in the District. The construction of the development would provide some temporary economic benefits. These factors weigh in favour of the proposal.

2.6 Moreover, although outside the defined settlement limit, the proposed development would be closely related to the built form of the village, with established housing immediately to the south. The site is contained visually by existing hedgerows and adjacent development. The proposal would not, therefore, result in an isolated development in the countryside or intrude significantly into the rural setting of the village. The effects of the proposal on the character and appearance of the area are considered further below.

2.7 Nevertheless, it is clear that the level of service provision in the village and the limited availability of local jobs, are such that future residents would be largely dependant on higher order settlements for most shopping, employment and leisure purposes. Whilst the village benefits from a regular bus service to Norwich, Dereham and Kings Lynn, it is not unreasonable to assume that many trips by future residents would be made by car. The proposal would thus conflict to a degree with the objective of the NPPF to minimise the need to travel. However, given the small scale of the proposal and the availability of some public transport, it is considered that the resulting harm to sustainability would not be substantial. The NPPF also recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

2.8 Full planning permission is sought and the applicant has indicated that site would be available immediately should permission be granted. Whilst there is nothing to suggest that there any technical constraints which would prevent the development coming forward in the short term, in order to encourage the early delivery of the proposed housing, a two year limit for commencement is recommended.

2.9 Taking all these matters into account, it is considered that any harm arising from the proposal would not significantly and demonstrably outweigh its benefits. Accordingly, it is concluded that the proposed development is acceptable in principle.

3.0 Character and appearance

3.1 The proposed development would inevitably result in a loss of openness and give the immediate locality a more built up appearance. However, the site is compact in form and of modest proportions and is contained visually by boundary vegetation and adjacent housing. An established hedgerow separates the site from the larger open fields to the north. Together with other roadside hedging, this vegetation would filter views of the development when approaching the village on Heath Road. A new hedgerow on the site frontage would be removed to enable the proposed highway works, but would be replaced by new hedging and planting. The development would therefore have only a limited impact on the wider rural setting of the village.

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3.2 The proposed development, as amended, would continue the existing pattern of existing linear development to the south, with houses of similar scale, spacing and set back to neighbouring properties. The proposed houses would be broadly traditional in form and design. The use of good quality external materials, including clay pantiles, could be secured by condition. For these reasons, it is considered that the development would be in keeping with adjacent development and would have a strong visual affinity with it.

3.3 Accordingly, it is concluded that the proposal would not result in unacceptable harm to the character and appearance of the area and would be consistent with Core Strategy Policies CP11 and DC16 and the guidance set out in paragraphs 58 and of the NPPF.

4.0 Highway safety

4.1 Highway safety - The concerns of the Parish Council in respect of traffic safety are acknowledged. However, the proposed access and parking arrangements would accord with relevant standards and on this basis the Highway Authority has raised no objection to the application subject to the imposition of conditions relating to access construction details, visibility splays, parking and turning, and off-site highway works and traffic management. Amongst other things, these conditions would secure an extension of the 30 mph speed limit. On-site parking would exceed the minimum requirements, provided for at least three spaces per dwelling. There is nothing to suggest therefore, that the proposal would result in significant on-street parking. As well as securing pedestrian access to the new development, the proposed new footway would also provide a safe link to the existing public right of way just to the north.

5.0 Other matters

5.1 Ecology - Much of the site comprises semi-improved grassland and ruderal vegetation, which is of low ecological value. The established hedging and trees to the site boundaries have some wildlife value, but are to be retained as part of the development. Hockering Wood SSSI is located around 360 metres to the north-west, but given this separation distance and the small scale of the proposal, no adverse effects are anticipated.

5.2 Amenity - The development would directly adjoin an existing dwelling, 81 Heath Road. However, the nearest new dwelling would be set around 15 metres away from the flank wall of No 81, with additional screening proposed to the intervening boundary. At first floor level, only a small landing window is proposed facing towards No 81. Consequently, it is considered that the proposal would not result in unacceptable to the amenities of the neighbouring proposal due to overlooking, loss of light or disturbance. The proposal would accord with Policy DC01 therefore.

5.3 Security - Whilst the comments of Norfolk Police are noted, given the rural character of the area and the presence of existing boundary hedging, it is not considered necessary for all plot boundaries to be enclosed by close boarded fencing. Appropriate boundary treatments can be secured by planning condition.

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6.0 Conclusion

6.1 Although outside the defined Settlement Boundary, the proposed development would be well related to the built up area of the village and would be consistent with the established pattern of development in the area. The proposal would not intrude to any significant extent into the rural setting of the village or cause harm to local ecology. The proposal would make a positive, albeit modest, contribution to the supply of housing. Local services would be readily accessible and likely to derive some support from the development and some temporary economic benefits would also arise from the construction of the development. Safe vehicular access to the development can be achieved, and the provision of a new footway and an extension to the speed limit would provide some wider benefits. It is concluded therefore that the proposal would amount to a sustainable development, as defined in the NPPF, to which the presumption in favour applies.

6.2 It is recommended therefore that permission is granted subject to conditions and the completion of the Section 106 Agreement.

RECOMMENDATION

Planning Permission

CONDITIONS

- 1001** This decision is subject to these CONDITIONS:-
- 3006** Full Permission Time Limit (2 years)
 - 3047** In accordance with submitted
 - 3100** Wall materials
 - 3116** Roof of clay pantiles
 - 3140** Prior approval of slab level
 - 3408** Landscaping - details and implementation
 - 3940** Non-standard condition
 - HA10** Existing access - widened or improved
 - HA19** Provision of visibility splay on approved plan
 - HA24** Provision of parking and servicing - when shown on plan
 - HA39** Highway improvements-offsite A
- A**
- HA39** Highway improvements off-site B
- B**
- 3802** Precise details of surface water disposal
 - 3943** Contamination found during development
 - 3996** Note - Discharge of Conditions
 - 4000** Variation of approved plans
 - AN60** NOTE NCC Inf 1 When off-site road improvements are required
 - AN61** NOTE NCC Inf 2 When Vehicular access works required
 - 2014** Criterion E - Planning Apps Where Approved

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ITEM	10	RECOMMENDATION : APPROVAL
REF NO:	3PL/2015/1188/F	CASE OFFICER: Chris Hobson
LOCATION:	BESTHORPE Land adjacent to Northview Cottage Norwich Road	APPN TYPE: Full POLICY: Out Settlemnt Bndry ALLOCATION: CONS AREA: N TPO: N LB GRADE: N
APPLICANT:	MMC Norfolk LTD Willow Tree Barn Attleborough Road	
AGENT:	Mr Stephen Bush The Corner Lodge 2 Church Lane	
PROPOSAL:	Erection of two dwellings	

REASON FOR COMMITTEE CONSIDERATION

The application is being referred to committee because the site is located outside of the settlement boundary and therefore a recommendation for approval would represent a departure from the development plan.

KEY ISSUES

- The principle of proposed development;
- Design and impact on the character and appearance of the surrounding area;
- Residential amenity;
- Highway safety and traffic implications;
- Other material considerations.

DESCRIPTION OF DEVELOPMENT

The application seeks full planning permission for the erection of two, four bedroom dwellings on land to the south of North View Cottage, Norwich Road, Besthorpe. The proposed scheme has been amended through the life time of the application to move both dwellings further northwards, reduce the southernmost dwelling to a one and half storey dwelling; and combine the access points and provide a single four bay garage block. It is proposed to provide a two storey dwelling, (plot one), towards the northern boundary of the site fronting Norwich Road with a chalet bungalow, (plot two), to the rear. It is proposed to utilise the existing vehicular access off the south side of Norwich Road which would lead to a single shared access drive and shared parking and turning area located between the two dwellings. Plot one would be faced with render and farmhouse red brick quoins and plinth, with black pantile roof, and plot two would be faced with farmhouse red brick with a knapped flint panel, and black pantile roof.

SITE AND LOCATION

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The application site comprises a rectangular piece of grassland approximately 0.16 Ha in area located beyond the settlement boundary of Besthorpe and to the rear of North View Cottage. The site is located to the south of Norwich Road and to the north of the A11 dual carriageway with open fields immediately bordering the site to the south and east. 'Hartlands' comprising a mobile home and hard surfaced area is located to the west of the site. The site comprises an open grassed field previously used as a certified caravan and camping site for up to five caravans. The site is bounded to the north, south and west by mature hedgerows, with a sparse row of trees along the east boundary.

EIA REQUIRED

No.

RELEVANT SITE HISTORY

3PL/2012/0943/CU - Change of use of mobile home for ancillary use to holiday let / bed and breakfast accommodation - Approved 08/11/12.

3PL/2014/1032/F - Dwelling and garage - Approved.

POLICY CONSIDERATIONS

The following policies of the adopted Breckland Core Strategy and Development Control Policies and the adopted Site Specific Policies and Proposals Document, including the Proposals Maps, have been taken into consideration in the determination of this application. The provisions of the National Planning Policy Framework have also been taken into account, where appropriate

CP.01	Housing
CP.05	Developer Obligations
CP.10	Natural Environment
CP.11	Protection and Enhancement of the Landscape
CP.13	Accessibility
CP.14	Sustainable Rural Communities
DC.01	Protection of Amenity
DC.02	Principles of New Housing
DC.11	Open Space
DC.12	Trees and Landscape
DC.13	Flood Risk
DC.14	Energy Efficiency
DC.16	Design
DC.19	Parking Provision
NPPF	With particular regard to paras. 7, 8, 11 - 14, 28, 29, 30, 32, 34, 35, 37, 47, 49, 50, 54, 55, 56, 58 - 61, 63 - 65, 69, 70, 73, 74, 93-96, 100 - 103, 109, 11, 112, 118, 120 - 123, 125, 126, 128-132, 134, 135, 144, 186, 187, 196, 197,

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203 - 206.

NPPG National Planning Practice Guidance

CIL / OBLIGATIONS

The proposed development of this scale and nature would not require the provision of planning obligations.

CONSULTATIONS

BESTHORPE P C -

The site is outside the parish planning guideline area but on balance, Besthorpe PC has no objection to this application; but would point out that the reference to a recent appeal decision is incorrect in that the site is NOT in Besthorpe.

Officer Note: The recent appeal decision referred to relates to a site at Park Farm Bungalow, Morley Road to the west of the application site and which is indeed in the parish of Attleborough, not Besthorpe as indicated by the applicant.

NORFOLK COUNTY COUNCIL HIGHWAYS

It is noted that the site has the benefit of an approval granted under planning ref 3PL/2014/1032. On the basis that the existing use as a caravan site will cease I would not wish to raise a highway objection subject to conditions being imposed.

CONTAMINATED LAND OFFICER

I refer to the above planning application. I recommend applying a condition regarding unexpected contamination.

ENVIRONMENTAL HEALTH OFFICERS

I have looked at the application submitted and based on the information provided to me at this time; there are no objections or comments on the grounds of Environmental Protection, providing the development proceeds in line with the application details.

REPRESENTATIONS

Letters were sent to neighbouring properties and a site notice displayed at the site.

A representation has been received from a neighbouring property raising concerns regarding the impact of the proposals on the extant permission for a single storey dwelling on the adjacent site to the west at Hartlands.

ASSESSMENT NOTES

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1.0 Principle of Residential Development

1.1 The application site is located outside of the Besthorpe Settlement Boundary as designated by the adopted Core Strategy and Development Control Policies Development Plan Document (2009). For this reason the proposal conflicts in principle with Policies DC02 and CP14 of the Core Strategy and Development Control Policies Development Plan Document which seeks to focus new housing within defined Settlement Boundaries. However, paragraph 49 of the National Planning Policy Framework (NPPF) states that where an authority does not have an up to date five year housing land supply ,(at present the District figure is 3.72 years), the relevant local policies for the supply of housing as referred to above should not be considered up-to-date and that housing applications should be considered in the context of the presumption in favour of sustainable development.

1.2 The Government defines sustainable development as having three broad roles;

- economic, in terms of building a strong economy and in particular by ensuring that sufficient land of the right type is available in the right places
- social, by supporting, strong vibrant and healthy communities by providing the supply of housing required to meet future need in a high quality environment with accessible local services and
- environmental, through the protection and enhancement of the natural, built and historic environment.

1.3 Paragraph 8 of the NPPF also stresses that these roles should not be undertaken in isolation because they are mutually dependent; therefore a balanced assessment against these three roles is required. In terms of the economic and social criteria, the proposal would provide two new dwellings and would therefore make a positive, albeit small contribution to the housing supply shortfall. The proposal would provide limited short-term economic benefits through labour and supply chain demand required during construction, and longer-term economic benefits through the additional household spend within the surrounding area that would be generated by the provision of two family sized dwellings.

1.4 The proposal seeks to provide a further dwelling on the application site which was previously granted permission for a single two storey dwelling in 2014, (reference 3PL/2014/1032/F). In determining this application the Council noted that although outside the defined settlement limit, the proposed development would not result in an isolated development in the countryside, would be within close proximity to a wide variety and number of facilities in Attleborough, and would help maintain the viability of the rural community.

1.5 Besthorpe is defined as a rural settlement through policy SS1 of the adopted Core Strategy and Development Control Policies DPD. It is clear that the limited level of service provision in the settlement of Besthorpe are such that future residents would be largely dependant on higher order settlements for almost all shopping, employment, education and leisure purposes. Consequently, the proposal would conflict to a degree with certain objectives in the NPPF to minimise the need to travel.

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1.6 However, it is noted that there is a regular bus service providing a service every 30 minutes Monday to Saturdays, with reduced levels of service on Sunday linking Besthorpe with Attleborough just to the southwest and to the regional centre of Norwich further to the east with a number of other settlements in between. The bus service runs along Norwich Road immediately to the north of the site where there are bus stops served by an illuminated footpath. It is also noted that the NPPF recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

1.7 Furthermore, it is noted that given the surrounding buildings to the north, south and west, the extant permission, the proposal would not result in an isolated form of development. In addition, it is noted that given the close proximity of the village to Attleborough, which is identified for significant growth and where a wide range of services are available.

1.8 Footnote 11 of the NPPF confirms that the site should be in a suitable location, available now and have a realistic prospect of being developed within five years.

1.9 With regard to availability and deliverability, the application is made in full and the applicants have advised that the site is available and that they would bring forward the site for development immediately should permission be granted. Accordingly should permission be granted it is recommended that a condition be included requiring development to commence within two years to ensure that the development is brought forward to ensure the proposal would seek address the shortfall of housing.

1.10 Taking these matters into account, it is concluded that the proposal would be broadly consistent with the NPPF principle that housing should be located where it will help to maintain or enhance the vitality of existing communities and that on balance the adverse effects of the additional dwelling would not outweigh its benefits. With respect to environmental aspect of sustainable development further discussion of the environmental implications and the effects of the proposed additional dwelling on the character and appearance of the area are considered in detail below.

2.0 Design, Impact on Character and Appearance of the Surrounding Area

2.1 Both local and national planning policies require careful consideration to be given to the impact of new development on the character of its surroundings. Core Strategy Policy CP11 says, amongst other things, that the countryside will be protected for its intrinsic beauty and rural character and that the design of new development should be sympathetic to landscape character, informed by the Council's Landscape Character Assessment (LCA). Core Policy DC02 deals with housing mix and density, whilst Policy DC16 promotes good design. The NPPF indicates that planning should contribute to the protection and enhancement of valued rural landscapes and that the design of new development should respond to local character and use streetscapes and buildings to create attractive places to live.

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2.2 The application site comprises a level open grassed field located to the rear of a collection of properties fronting on to Norwich Road to the north. The site is viewed within the context of mature groups and belts of trees that run to the south, east and west of the site which act as a buffer to the A11 beyond.

2.3 With regard to character and grain, the proposed development seeks to provide an additional dwelling located to the rear of the site. As a result the proposal would provide for new built form further from the Norwich Road frontage. However, it is noted that there is an extant planning permission for a dwelling immediately to the west of the site and that the proposed second dwelling would sit in line with this approved dwelling. It is also noted that the proposed dwellings would be relatively well screened from public view to the north, east and west by the existing built form along Norwich Road and a thick evergreen hedgerow along the site frontage. As a result it is not considered that the proposals would cause significant harm to public views of the surrounding area.

2.4 With regard to scale and height the proposed scheme has been amended to provide a one and half storey dwelling on the rear plot to provide a more subservient relationship to the two storey dwelling fronting Norwich Road to the north. This would also provide a transition from the two storey dwellings along Norwich Road to the extant permission for the single storey dwelling immediately to the west of the site. The garages have also been combined to provide a single building and have been pulled away from the eastern boundary to ensure the retention of the existing trees and hedgerow

2.5. Within the wider context it is considered the dwellings would not be out of keeping with the height of the surrounding built form. The proposals now comprise two house types, offering different layouts and sizes but both incorporating a traditional approach to the design, elevation composition and materials used which is considered to be sympathetic with the character of the surrounding area.

2.6 Having regard to the above, it is considered that the proposed development would not cause significant harm to the character and appearance of the area and would be of a design responsive to its context in accordance with the requirements of Core Strategy Policy DC16 as well as paragraphs 59 and 63 of the NPPF.

3.0 Neighbour Amenity

3.1 Policy DC01 of the Core Strategy requires that all new development have regard to amenity considerations and states that development will not be permitted where there are unacceptable effects on the amenity of neighbouring residents and future occupants.

3.2 With regards to plot one located to the north of the site, due to the siting and subsequent angle of the proposed dwelling and separation distances retained to the surrounding residential properties along Norwich Road that back on to the site, it is considered that there would be no

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significant harm by way of loss of light, loss of privacy or by way of resulting in an over-bearing impact. Main windows would either face on to shared courtyard or access areas.

3.3 It is noted that concerns have been raised from the owners of the adjacent site to the west regarding the implications on the single storey dwelling which benefits from planning permission but is yet to be completed. However, following the reduction in height and bulk, and amendments to the locations of window openings within the dwelling proposed on plot two, and due to the separation distance and intervening boundary, it is not considered that there would be any significant harm to the amenity of the future occupants by way of overlooking from first floor windows and by way of an overbearing impact.

3.4 Furthermore, it is not considered that the addition of the traffic, vehicular and pedestrian movements and general noise associated with an additional dwelling over and above the previous permission granted for one dwelling at the site would give rise to any significant harm to the amenity of neighbouring residents to the northeast and north west. Therefore, it is not considered that there would be any significant harm caused to the amenity of neighbouring residents.

4.0 Highway Safety / Traffic Implications

4.1 Policy CP04 of the Core strategy seeks to ensure that all access and safety concerns are resolved in new developments. Paragraph 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

4.2 The proposed access arrangements have been amended to provide a simpler vehicular access arrangement with the dwellings now served by a single shared access drive leading to a shared garage and parking area between the two dwellings.

4.3 Whilst it is noted that the proposed development would generate additional vehicular traffic movements at the site access, it is not considered that this would be sufficient to cause any significant conflict or detriment to the safety and operation of the access on to the surrounding highway network.

4.4 The Highway Authority have subsequently raised no objections to the proposed development subject to conditions. Having regard to the above, it is considered that the proposals would not result in significant adverse impact on the safety and function of the surrounding highway network and would accord with policy CP04 of the Core Strategy and the policies within the NPPF.

5.0 Other Matters

5.1 Both Core Strategy policy CP10 and the NPPF require that development should contribute to

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a net gain in biodiversity with an emphasis on improving ecological networks and linkages where possible. Furthermore, in order to accord with Section 40 of the 2006 Natural Environment & Rural Communities (NERC) Act, paragraph 118 of the 2012 National Planning Policy Framework (NPPF) and policies CP06, CP08, CP10 and CP11 and of the 2012 Breckland Adopted Core Strategy & Development Control Policies Development Plan, all of which promote the conservation and enhancement of biodiversity through sustainable development, the applicant must do more to ensure that the scheme constitutes sustainable development and that the existing natural features are conserved in a way that guarantees their long-term viability.

5.2 The site comprises an open grassed area last used for the purposes of a certified caravan and camping site with tree coverage and hedgerows largely limited to the site boundaries. The proposals would not require the removal of any trees or hedgerows on site and whilst some of the grassed area would be lost, this is not considered to be of significant habitat value, and through the provision of additional planting and landscaping of the site the proposals would provide for more varied type of habitats on site.

5.3 Having regard to the above, the proposed development would not result in any loss of any valuable or priority habitats, and subject to conditions securing the implementation of an agreed landscaping scheme and scheme of protection measures to safeguard the existing trees and hedgerows during construction, there would be no significant harm caused to existing landscape features and the ecological value of the site, in accordance with policy CP10 of the Core Strategy and the requirements set out in the NPPF.

5.4 With regard to drainage and flood risk implications of the proposed development, the site is located within Flood Zone one and is therefore in an area at least risk of flooding from rivers, tidal flows, groundwater, and surface water. The site is also not located within an area identified as a critical drainage area, but is in an area identified as having poor drainage.

5.5 With regard to surface water drainage, the application proposes the use of a soakaway to drain surface water. This approach would accord with the guidance within the NPPG which seeks to restrict surface water discharge rates to Greenfield rates, and to drain surface water in the first instance into the ground; if not reasonably practicable to a surface water body or watercourse; if not then a surface water sewer or drain. With regards to the management of foul water no details of the proposed arrangements have been submitted. However, in principle it is not considered that the provision of adequate foul water drainage systems would be a constraint on the proposed development of two dwellings.

5.6 Therefore, subject to a condition securing the submission and approval of a detailed surface water and foul water drainage strategy, there would be sufficient measures in place to ensure that the development would not be a risk from flooding or increase the risk of flooding elsewhere.

5.7 In terms of ground conditions, given the nature of the site, the previous use as a caravan site, and that there is no recent history of chemical or waste storage on the site, the site is not

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considered to be at significant risk of ground borne contamination, and that in principle this would not prevent the site from being used for residential purposes. Nevertheless, in accordance with the recommendations of the Council's Environmental Health Officers a condition has been recommended to secure the necessary investigation and if necessary remediation measures should any unexpected contamination be found on site.

6.0 Conclusions

6.1 Given the current position with respect that the Council cannot demonstrate a five year supply of housing land, little weight can be attributed to policies which seek to restrict residential development outside of settlement boundaries and application should be considered in the context of the presumption in favour of sustainable development, as set out in the NPPF.

6.2 In this regard, paragraph 14 of the NPPF states that where the development plan or relevant policies are out of date, this means granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

6.3 In this instance, the limited impact on the visual amenity of the area from the loss of the openness of the site, would not outweigh the benefits derived from the scheme through the contribution albeit small it would make towards housing supply and the support given to the vitality of the surrounding rural community and adjacent settlements through the economic benefits from the construction and future household spend within the local area from two new dwellings.

6.4 The adverse effects of the proposal would not significantly and demonstrably outweigh its benefits; and that overall subject to conditions, the proposals would constitute sustainable development. In accordance with paragraph 14 of the NPPF the application is recommended for approval.

RECOMMENDATION

Planning Permission

CONDITIONS

- 3006** Full Permission Time Limit (2 years)
- 3048** In accordance with submitted
- 3920** Drainage
- 3920** Hard and soft landscaping
- 3920** Access
- 3920** Parking
- 3920** Materials
- 3946** Contaminated Land - Unexpected Contamination

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- 3972** NOTE: Bats and Owls
- 3962** NOTE: Highway notes attached
- 4000** Variation of approved plans
- 2001** Application Approved Following Revisions
- 2014** Criterion E - Planning Apps Where Approved

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ITEM	11	RECOMMENDATION : APPROVAL
REF NO:	3PL/2015/1224/O	CASE OFFICER: James Tipping
LOCATION:	WHINBURGH&WESTFIELD Shop Street	APPN TYPE: Outline POLICY: Out Settlemnt Bndry ALLOCATION: CONS AREA: N TPO: Y LB GRADE: N
APPLICANT:	Otley Properties Rysa Lodge School Road	
AGENT:	Bidwells 16 Upper King Street Norwich	
PROPOSAL:	Outline planning application for two new dwellings on land at Shop Street, Whinburgh	

REASON FOR COMMITTEE CONSIDERATION

This outline application has been brought before Planning Committee as the site lies outside of any Settlement Boundary and is therefore contrary to Planning Policy of the Breckland Core Strategy.

KEY ISSUES

Principle of development
Scale, design and materials appropriate to streetscene and location
Visual impact
Impact on neighbour amenity
Impact upon Highway safety

DESCRIPTION OF DEVELOPMENT

This application seeks outline consent for the erection of two detached two storey dwellings, associated garaging and new access, including the retention where considered necessary of existing trees and hedging.

SITE AND LOCATION

The site is located outside of any defined Settlement Boundary and is bordered to the north and south by residential dwellings, to the east by the highway and beyond by residential dwellings, and to the west by agricultural land. The site is an area of open land bounded by mature hedgerows and trees, including two protected by Tree Preservations Orders. The surrounding area is characterised by detached dwellings located within substantial plots. The proposed site is located off Shop Street, Whinburgh which is approximately 2.5 miles to the south east of Dereham. Shop Street leads from the B1135 Dereham Road to the east with Church Road to the south of the site.

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EIA REQUIRED

No.

RELEVANT SITE HISTORY

3PL/2014/1022/F - Erection of detached dwelling with garage and new access - approved (Planning Committee).

3PL/2012/0579/F - Erection of detached dwelling with garage and new access - Refused.

3PL/2011/0616/F - Erection of detached dwelling with garage and new access - Refused.

3PL/2011/0283/F - Erection of single dwelling with garage and improved access - Withdrawn.

3PL/2010/1165/F - Two detached dwellings with garaging and new access - Withdrawn.

POLICY CONSIDERATIONS

The following policies of the adopted Breckland Core Strategy and Development Control Policies and the adopted Site Specific Policies and Proposals Document, including the Proposals Maps, have been taken into consideration in the determination of this application. The provisions of the National Planning Policy Framework have also been taken into account, where appropriate

CP.14	Sustainable Rural Communities
DC.01	Protection of Amenity
DC.02	Principles of New Housing
DC.04	Affordable Housing Principles
DC.11	Open Space
DC.12	Trees and Landscape
DC.16	Design
DC.19	Parking Provision
NPPF	National Planning Policy Framework with particular regard to paras. 47, 49 and 55.
NPPG	National Planning Practice Guidance

CIL / OBLIGATIONS

CONSULTATIONS

WHINBURGH & WESTFIELD P C -

My Council has no objections under planning regulations, but was disappointed to receive this application for two dwellings so soon after a single dwelling had received permission. It also had concerns about the impact a second additional dwelling would have on the already poor water pressure in this part of Whinburgh and said that it was important for the avoidance of flooding on Shop Street that the ditch along the front of the site was properly maintained.

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NORFOLK COUNTY COUNCIL HIGHWAYS

Provided that the previously imposed conditions are re-imposed in respect of this current submission I consider I would have difficulty in substantiating an objection in respect of the additional movements generated.

I would therefore not wish to restrict the grant of permission subject to the following conditions being imposed:-

SHC 08 - Vehicular Access

SHC 20 - Visibility Splays

SHC 24 - Parking and Turning Area

TREE AND COUNTRYSIDE CONSULTANT

No objection subject to an updated Tree Protection Plan and Impact Assessment.

HOUSING ENABLING OFFICER

Breckland's adopted policy DC04 requires a contribution to affordable housing for all sites over 0.17ha. With a site size of 0.30ha, this site is required to contribute. It should be noted that onsite provision is required unless the conditions for offsite provision in DC04 are met. Any onsite units should be built to current HCA standards and, to ensure affordability in perpetuity, transferred to an RP at a price which assumes no public subsidy is available.

CONTAMINATED LAND OFFICER

No objections subject to the following condition:

3946 - Unexpected contamination

ENVIRONMENTAL HEALTH OFFICERS

No objections subject to the following condition:

Prior to the commencement of any development, a scheme for the provision, implementation, ownership and maintenance of the surface water drainage shall be submitted in writing and agreed in writing with the Local Authority. The works/ scheme shall be constructed and completed in accordance with the approved plans/ specification at such time(s) as may be specified in the approved scheme.

Reason for condition:-

To ensure a satisfactory method of surface water drainage.

CRIME REDUCTION & ARCHITECTURAL LIAISON OFFICER - No Comments Received

REPRESENTATIONS

Two letters of representations have been received in respect of this application. The comments are summarised as follows:

- No mains drainage,
- Infrastructure of the village and village roads cannot support any more dwellings,
- No footpaths
- Not sustainable.

ASSESSMENT NOTES

1.0 The application is referred to Planning Committee as it is a departure from the Development Plan.

2.0 Principle of development

2.1 The application seeks outline consent for the erection of two dwellings outside of any defined Settlement Boundary. The proposal would conflict with Core Strategy Policy CP14 which seeks to focus new housing within defined boundaries. However, as the Council is currently unable to demonstrate a five year supply of housing land, this policy cannot be considered to be up-to-date as far as it relates to the supply of housing land.

2.2 In this situation, the presumption in favour of sustainable development set out in the National Planning Policy Framework (NPPF) means that permission for development should be granted unless any adverse impacts of doing so would demonstrably outweigh the benefits of specific policies in the Framework indicate that development should be restricted. The NPPF identifies three dimensions of sustainable development, economic, social and environmental and indicates that gains should be sought for each in unison.

2.3 Although outside the Settlement Boundary, the proposed development would fall within the main built up part of the village and be bounded by existing housing. The proposal would not intrude into the open countryside and would not be isolated. Whinburgh has a limited number of facilities, including playing field, pub/restaurant, infrequent bus service, and daily school bus pick up/drop offs. Several nearby villages provide additional facilities such as restaurants, primary schools, village halls, shops and further daily bus services. Whilst not adjacent to the application site, these facilities would be accessible from the development and therefore it is considered, on balance that the proposal would not result in an isolated development in the countryside and would be consistent with the NPPF principle that rural housing should be located where it will maintain or enhance the vitality of rural communities. The proposal would also support such local facilities.

2.4 The proposal would also add to the range of housing available in the village, make a modest but positive contribution to the overall supply of housing and provide some short-term economic benefits through its construction. Moreover, the form and scale of the proposal would be consistent with the character of surrounding development.

2.5 Whilst the limited availability of local services and facilities may weigh against the proposal, the scheme would provide additional housing, generate some economic activity and offer a degree of support to existing village amenities. Moreover, the site could be developed without causing harm to the character and appearance of the area. It is considered therefore that, on balance, the adverse effects of the proposal would not significantly and demonstrably outweigh its benefits and would constitute a sustainable form of development as defined in paragraph 7 of the NPPF and taking into account the Planning Practice Guidance.

2.6 In addition to the above, the principle of development has been established under the

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previous approval for a single dwelling on the land ,(reference 3PL/2014/1022/F). However, given the current application proposes two dwellings sustainability objectives as stated above would still need to be fully considered.

3.0 Design, layout and scale

3.1 Shop Street is characterised by predominantly detached dwellings on generous plots. Though the application is seeking outline consent, the application site is of a size that would result in a density of development that is similar to surrounding plots and would not be out of character with development in the surrounding area and without resulting in a cramped form of development. The development proposal would respect the existing built line along Shop Street, with the proposed dwellings set back from the road frontage. A planning condition will be imposed requiring no more than two dwellings to be permitted on the site to ensure that the site does not become overdeveloped and that the rural character of the area is maintained. In addition, a further condition will be added to ensure that the proposed dwellings will be two-storey and no higher. This will reduce any visual impact on neighbouring properties and maintain the streetscene.

3.2 In terms of design, it has been suggested by the applicant that the indicative dwellings could be constructed of red facing brick over a brick plinth, though the precise details will be provided at the reserved matters stage. The indicative materials are considered to be acceptable and will not be out of keeping within the immediate context.

4.0 Impact on local amenity

4.1 Although the site is bounded by existing residential properties to the north and south, no material effects on the living conditions of neighbours are anticipated given the existing planting, design and orientation of the new dwellings and the degree of separation from adjacent dwellings. Accordingly, it is considered the proposal is unlikely to impact upon neighbour amenity in terms of loss of light, privacy, overlooking or over dominance.

5.0 Highway Safety and Access

5.1 The Highway Authority commented recommending conditions be imposed if approved relating to vehicular access, visibility splay, on-site car parking/ turning and an informative relating to works within the public highway. It is therefore considered that the proposal is acceptable in terms of highway safety. Moreover, the access arrangements remain unchanged from the previous approval under reference 3PL/2014/1022/F.

6.0 Trees and Landscaping

6.1 The Tree and Countryside Consultant commented that the proposed layout is unlikely to impact on trees though the submitted Tree Protection Plan would require updating to reflect the current development. A condition will be appended requiring a revised Tree Protection Plan to be submitted and approved.

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7.0 Other matters

7.1 As stated previously within this report, the site area exceeds the 0.17 hectare threshold stated within Policy DC04 requiring affordable housing provision. However, as the site cannot accommodate five or more dwellings on the site, no affordable housing provision or off-site contributions are required in this instance.

7.2 Concerns have been raised locally in respect of poor surface water drainage in this area. Given the application is for outline only at this stage little details have been provided in terms of drainage. In addition, the Environmental Health Officer has on objections to the proposal though has requested a condition requiring details of surface water drainage to be submitted and approved. Accordingly, a condition will be added, should permission be granted, requiring precise details of both surface water and foul water drainage to be submitted and agreed by the Local Planning Authority.

7.3 The Contaminated Land Officer reviewed the vulnerable development questionnaire, within the planning statement and recommend applying an unexpected contamination condition as a precautionary measure.

8.0 Conclusion

8.1 The proposal would conflict with Policy CP14 due to its location outside a defined Settlement Boundary. However, this policy can be afforded little weight due to the present shortfall of housing land in the District. It is considered that, on balance, the proposal would constitute a sustainable form of development as defined in paragraph 7 of the NPPF. The proposal constitutes a development that will result in an acceptable character response having regard to the form and character of the surrounding area, consistent with the environmental dimension of sustainable development. The providing of housing, though modest, will deliver two dwellings towards the Council's five year housing supply target. As such, the time limit for delivering the scheme will be two years. The balance of consideration therefore lies in support of the application and it is recommended for approval subject to conditions.

RECOMMENDATION

Outline Planning Permission

CONDITIONS

- 3003** Early delivery of Housing Time limit
- 3050** Reserved Matters to closely follow Outline
- 3047** In accordance with submitted
- 3102** Roofing materials
- 3060** Standard outline landscaping condition
- 3200** Two storey dwelling only

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- 3412** Trees/hedges to be retained
- 3414** Fencing protection for existing trees
- 3802** Precise details of surface water disposal
- 3804** Precise details of foul water disposal
- 3943** Contamination found during development
- DE07** Number of dwellings only (outline)
- HA08** New access - construction over verge
- HA20** Provision of visibility splays - conditioned
- HA24** Provision of parking and servicing - when shown on plan
- 3996** Note - Discharge of Conditions
- AN61** NOTE NCC Inf 2 When Vehicular access works required
- 2000** NOTE: Application Approved Without Amendment
- 2014** Criterion E - Planning Apps Where Approved

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ITEM	12	RECOMMENDATION : APPROVAL
REF NO:	3PL/2015/1225/O	CASE OFFICER: Chris Hobson
LOCATION:	BESTHORPE Land at Norwich Road	APPN TYPE: Outline POLICY: Out Settlemnt Bndry ALLOCATION: CONS AREA: N TPO: N LB GRADE: N
APPLICANT:	Iceni Developments Ltd 2 Meridian Way Norwich	
AGENT:	Iceni Developments Ltd 2 Meridian Way Norwich	
PROPOSAL:	Outline planning application (with all matters reserved) for the development of 6 dwellings	

REASON FOR COMMITTEE CONSIDERATION

This application is being referred to Planning Committee because the site is located outside the settlement boundary and a recommendation for approval would represent a departure from the development plan.

KEY ISSUES

- Principle of Residential Development;
- Design and Impact on Character and Appearance of the Surrounding Area;
- Residential Amenity;
- Highway Safety and Traffic Implications;
- Ecology and Nature Conservation Implications;
- Affordable Housing;
- Other Material Considerations

DESCRIPTION OF DEVELOPMENT

The application seeks outline planning permission for the erection of six dwellings on land at Norwich Road, Besthorpe. The application is submitted with all matters reserved and therefore seeks permission for the principle of six dwellings on the application site. An indicative site layout has been submitted showing the dwellings running east to west fronting on to Norwich Road, with frontage area of landscape open space and single vehicular access point centrally located along the northern boundary. The indicative layout also shows the provision of in curtilage parking for at least two vehicles per dwelling and provision of garages for the private dwellings serve off a shared drive. The indicative schedule provides for four no. two storey, three and four bedroom dwellings for private sale, with two no. single storey two bedroom dwellings for affordable rent. The indicative layout has been amended during the application to retain a deeper buffer (minimum seven metres) to the west boundary of the application site.

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SITE AND LOCATION

The application site comprises a roughly rectangular piece of agricultural land approximately 0.68 Ha in area located at the junction of Norwich Road and Silver Street, Besthorpe. The application site sits just outside the Settlement Boundary of Besthorpe which runs immediately to the west and on the north side of Norwich Road. The application site sits between the A11 dual carriageway running to the south and Norwich Road to the north. The site sits adjacent to a single storey dwelling to the west, and faces single and two storey dwellings to the north and east. The remainder of an open agricultural field adjoins the site to the south. The site is relatively flat and open with vegetation limited to trees and hedgerows running along the north, east and west boundaries of the site.

EIA REQUIRED

No.

RELEVANT SITE HISTORY

No relevant site history.

POLICY CONSIDERATIONS

The following policies of the adopted Breckland Core Strategy and Development Control Policies and the adopted Site Specific Policies and Proposals Document, including the Proposals Maps, have been taken into consideration in the determination of this application. The provisions of the National Planning Policy Framework have also been taken into account, where appropriate

CP.01	Housing
CP.04	Infrastructure
CP.05	Developer Obligations
CP.10	Natural Environment
CP.11	Protection and Enhancement of the Landscape
CP.13	Accessibility
CP.14	Sustainable Rural Communities
DC.01	Protection of Amenity
DC.02	Principles of New Housing
DC.04	Affordable Housing Principles
DC.11	Open Space
DC.12	Trees and Landscape
DC.13	Flood Risk
DC.14	Energy Efficiency
DC.16	Design
DC.19	Parking Provision
NPPF	National Planning Policy Framework With particular regard to paras. 7, 8, 11 - 14, 28, 29, 30, 32, 34, 35, 37, 47, 49, 50, 54, 55, 56, 58 - 61, 63 - 65, 69, 70, 73, 74, 93-96, 100 - 103, 109, 11,

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112, 118, 120 - 123, 125, 126, 128-132, 134, 135, 144, 186, 187, 196, 197, 203 - 206.

NPPG National Planning Practice Guidance

CIL / OBLIGATIONS

The proposed development of this scale and nature would require the provision of the following planning obligations:

- Provision for outdoor play and sports provision as required by Policy DC11 of the Core Strategy;
- The provision of 40% of the dwellings for affordable housing as required by Policy DC04 of the Core Strategy.

In terms of open space, and outdoor space for childrens; play and sport, policy DC11 requires contributions to be made towards provision off-site. However, in this instance given the implications on pooling implemented by the CIL Regulations in April 2015 it is not considered reasonable and justifiable to secure contributions towards off site open space and sport provision. In this instance it is noted that the indicative layout provides an area of public open space on site. It is proposed to secure the submission of a scheme for the design, implementation, and maintenance of the area of landscape open space on the site through a legal agreement.

With regard to affordable housing provision, the applicant has agreed to enter into a Section 106 Agreement which would secure the provision of two dwellings for occupation on an affordable rent basis.

The above obligations would meet the tests set out in section 122 of the Community Infrastructure Levy Regulations 2010, in that they would meet the need generated by the development; they are necessary to make the development acceptable in planning terms; would be directly related to the development; and of scale and type that is fairly and reasonably related to the scale and nature of the development proposed.

CONSULTATIONS

BESTHORPE P C -

Besthorpe PC objects strongly to this application, which relates to valued open space outside the village planning guideline boundary, where the built-up area falls away into rural countryside. It is also one of the areas registered with Breckland District Council as potential public open space.

NATIONAL GRID

No comments received to date.

NORFOLK COUNTY COUNCIL HIGHWAYS

Given the frequency of the bus service and lack of local amenities it is considered that the residents of any properties in this location would have high reliance on travelling by car to meet their everyday employment, school, shopping, health and social needs. Consequently this

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Authority considers the site to be poorly located in terms of transport sustainability and would recommend permission be refused for the following reason:-

The proposal is remote from local service centre provision conflicting with the aims of sustainable development, the need to minimise travel, and the ability to encourage walking, cycling, use of public transport and reduce the reliance on the private car as represented in national and local policy. Contrary to the National Planning Policy Framework and Policy 5 of Norfolk's third Local Transport Plan, entitled Connecting Norfolk.

TREE AND COUNTRYSIDE CONSULTANT

There appears to be very little constraints imposed by trees. A full arboricultural impact assessment and tree protection plan will be required when layout has been determined.

HOUSING ENABLING OFFICER

The proposed two affordable units would be correct for this site. The proposed units would meet the level one space standard as two bed four person units and therefore the indicative mix would meet an identified need. However, please note Housing Need is not static and therefore this may change if there is a significant delay in submitting reserved matters.

ENVIRONMENTAL SERVICES OFFICER

No comments received to date.

ECOLOGICAL AND BIODIVERSITY CONSULTANT

It is considered that the Preliminary Ecological Appraisal (The Landscape Partnership 2015), sufficiently addresses any potential ecological issues. We have no further concerns in relation to ecology, provided that the mitigation measures set out in the report are adhered to throughout the development.

CONTAMINATED LAND OFFICER

I have looked at the application submitted and, based on the information provided to me at this time and current records held by Environmental Protection; I recommend approval providing the development proceeds in line with the application details and subject to a condition to alleviate environmental concerns should unexpected contamination be found.

ENVIRONMENTAL HEALTH OFFICERS

Based on the information provided to me at this time; I recommend approval providing the development proceeds in line with the application details and subject to a condition to provide a foul sewerage system to alleviate environmental concerns.

SOUTH NORFOLK DISTRICT COUNCIL - No Comments Received

REPRESENTATIONS

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Letters were sent to surrounding residents and two site notices were displayed around the application site.

Two representations were received from neighbouring residents objecting to the application for the following reasons:

- The application is outside the settlement boundary and following other decisions by the Council and Inspectors should be refused.
- Loss of daylight to living room and kitchen windows as a result of development.

ASSESSMENT NOTES

1.0 Principle of Development

1.1 The application site is located outside of the Besthorpe Settlement Boundary as designated by the adopted Core Strategy and Development Control Policies Development Plan Document (2009). For this reason the proposal conflicts in principle with Policies DC02 and CP14 of the Core Strategy and Development Control Policies Development Plan Document which seeks to focus new housing within defined Settlement Boundaries. However, paragraph 49 of the National Planning Policy Framework (NPPF) states that where an authority does not have an up to date five year housing land supply ,(at present the District figure is 3.72 years), the relevant local policies for the supply of housing as referred to above should not be considered up-to-date and that housing applications should be considered in the context of the presumption in favour of sustainable development.

1.2 The Government defines sustainable development as having three broad roles:

- economic, in terms of building a strong economy and in particular by ensuring that sufficient land of the right type is available in the right places
- social, by supporting, strong vibrant and healthy communities by providing the supply of housing required to meet future need in a high quality environment with accessible local services and
- environmental, through the protection and enhancement of the natural, built and historic environment.

1.3 Paragraph 8 of the NPPF also stresses that these roles should not be undertaken in isolation because they are mutually dependent; therefore a balanced assessment against these three roles is required. In terms of the economic and social criteria, the proposal would provide two new dwellings and would therefore make a positive, albeit small contribution to the housing supply shortfall. The proposal would provide some short-term economic benefits through labour and supply chain demand required during construction, and longer-term economic benefits through the additional household spend within the surrounding area that would be generated by the provision of two family sized dwellings.

1.4 Besthorpe is defined as a rural settlement through policy SS1 of the adopted Core Strategy and Development Control Policies DPD. It is clear that the limited level of service provision in the

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settlement of Besthorpe are such that future residents would be largely dependant on higher order settlements for almost all shopping, employment, education and leisure purposes. Consequently, the proposal would conflict to a degree with certain objectives in the NPPF to minimise the need to travel.

1.5 The proposal seeks to provide six dwellings on the application site which, although lies outside the settlement boundary, abuts the boundary to the north and west and sits contiguous with residential development to the east and west. The proposal would therefore not result in isolated development in the countryside and would be located within an accessible location within close proximity to the A11 dual carriageway to the south and within 1.7 miles of Spooner Row railway station to the northeast.

1.6 It is also noted that there is a regular bus route that runs along Norwich Road immediately to the north of the site with bus stops within a short walking distance of the site and served by an illuminated footpath. In addition to a hourly service, there is also service operated by a separate company every 30 minutes Monday to Saturdays with reduced levels of service on Sunday linking Besthorpe with Attleborough to the southwest and to the regional centre of Norwich further to the east and with a number of other settlements in between.

1.7 Furthermore, it is noted that the NPPF recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas. In addition, Besthorpe is located within close proximity to Attleborough which is identified for significant growth within the Core Strategy and where there is a wide range of services available and there is regular bus connections between the settlements.

1.8 Paragraph 47 of the NPPF requires new sites for housing development to be deliverable, which is defined as being available now, suitable in terms of location, and be achievable in respect of housing being developed on the site within the next five years. The applicant has indicated that the site is available, and deliverable. Whilst the application is in outline it is noted that a relatively detailed indicative scheme has been developed and given the limited size of the scheme it is considered that the development could reasonably come forward in the short term. Accordingly, and in order to ensure that the proposal contributes to the Council's housing land supply a it is considered appropriate should planning permission be granted that a condition be imposed requiring development to commence within two years.

1.9 Taking these matters into account, it is concluded that the proposal would be broadly consistent with the NPPF principle that housing should be located where it will help to maintain or enhance the vitality of existing communities, and that on balance the adverse effects of the additional dwellings would not outweigh their benefits. With respect to environmental aspect of sustainable development further discussion of the environmental implications and the effects of the proposed additional dwelling on the character and appearance of the area are considered in detail below.

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2.0 Design, Impact on Character and Appearance of the Surrounding Area

2.1 Both local and national planning policies require careful consideration to be given to the impact of new development on the character of its surroundings. Core Strategy Policy CP11 says, amongst other things, that the countryside will be protected for its intrinsic beauty and rural character, and that the design of new development should be sympathetic to landscape character, informed by the Council's Landscape Character Assessment (LCA). Core Policy DC02 deals with housing mix and density, whilst Policy DC16 promotes good design. The NPPF indicates that planning should contribute to the protection and enhancement of valued rural landscapes and that the design of new development should respond to local character and use streetscapes and buildings to create attractive places to live.

2.2 The application site comprises an open field abutting the Settlement Boundary of Besthorpe which runs immediately to the north and west. Besthorpe is a small village located within the open countryside to the northeast of the Attleborough. It is noted that the A11 dual carriageway to the south of the site forms a prominent incursion into the countryside which is otherwise characterised by a gently undulating landscape open fields, small collections of woodland. The settlement of Besthorpe is largely linear in form extending along either side of Norwich Road to the north and west of the application site. Beyond the main built form of the village along Norwich Road to the east and west, dwellings continue in a more sporadic fashion.

2.3 The proposed development would infill a gap between the built form within the settlement boundary immediately to the west and a small collection of single storey dwellings to the east side of Silver Street. Whilst development on the site would result in the loss of an undeveloped gap in the built form it is noted from the indicative layout that a scheme could be provided that retains the open setting along the Norwich Road frontage and retain the boundary hedgerows and trees that provide an important landscape feature within the streetscene and important characteristic of the site itself. Furthermore, the indicative layout shows that six dwellings could be provided within a linear form which would continue the pattern of built development seen along Norwich Road immediately to the east and west of the application site.

2.4 It is also noted that unlike sites on the edge of the village further to the north, south and east, the proposed scheme when viewed from Norwich Road to the east would be seen within the context of built form that sits along Norwich Road to the north, east and west of the site and Hill Road to the north. When viewed from Silver Street to the south, a residential development of six dwellings would be seen within the back drop of the single and two storey dwellings located within the settlement boundary immediately to the north and west of the site. Finally, when viewed from along Norwich Road to the west of the site, the proposed development would be seen within the context of dwellings in the immediate foreground along the south side of Norwich Road ,(to the west of the site) and those beyond the site to east of Silver Street.

2.5 In addition moving north to south, the proposed scheme would sit between the built form of Norwich Road to the north and the A11 corridor running beyond an open field to the south. As a result it is considered that the proposals would not cause significant incursion into the open countryside and cause over-riding harm to the character and appearance of the surrounding

area.

2.6 Whilst the proposed block plan is indicative, it is noted that a scheme of single and two storey dwellings would be sympathetic with the scale and character of the surrounding dwellings and would sit comfortably within the streetscene. In order to ensure that the subsequent detailed scheme is drawn up providing a high quality form of development that respects the surrounding landscape and the scale, massing, height and characteristics of surrounding built form, a condition has also been recommended requiring the submission of a detailed design and access statement within reserved matters applications setting out the design process and design principles guiding the detailed scheme.

2.7 Having regard to the above, the proposal would not cause significant harm to the character and appearance of the area and is of a design appropriate for its context, and therefore accords with the requirements of Core Strategy Policy DC16 as well as paragraphs 59 and 63 of the NPPF.

3.0 Residential Amenity

3.1 Policy DC01 of the Core Strategy requires that all new development have regard to amenity considerations and states that development will not be permitted where there are unacceptable effects on the amenity of neighbouring residents and future occupants.

3.2 The proposed scheme as shown on the site plan whilst indicative does demonstrate that a development of six dwellings could be provided whilst retaining adequate separation distances of in excess of 25 metres of dwellings to the north and west.

3.3 With regard to the impact on the adjacent dormer bungalow to the west, it is noted that objections have been received from the occupants of the dwelling with regards to the impact on outlook and daylight from side facing windows. Following requests, the indicative site plan has been amended to increase the buffer to the west boundary to a minimum of seven metres and as a result increase the separation distance to the adjacent single storey dwelling. In order to secure this within the detailed design of the site and ensure any resultant dwelling sits comfortably adjacent to this dormer bungalow, a condition has been recommended requiring the retention of a seven metre buffer between the west boundary of the site and any dwelling.

3.4 With regard to the amenity of future occupants it is considered from the indicative layout that a development of six dwellings could be provided that would provide for adequate light, outlook and private indoor and outdoor amenity space for the future occupants. Therefore, it is considered that subject to conditions and the detailed siting, scale and design of the scheme, in principle a scheme of six dwellings would not cause significant harm to the amenity of neighbouring residents, in accordance with policy DC01.

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4.0 Highway Safety / Traffic Implications

4.1 Policy CP04 of the Core strategy seeks to ensure that all access and safety concerns are resolved in new developments. Paragraph 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

4.2 The proposed development as indicatively shown would comprise a single new vehicular accesses on to Norwich Road to access six new dwellings. Whilst it is noted that the proposed development would generate additional vehicular traffic on the local highway network and additional vehicular movements along this part of Norwich Road, it is not considered that this would be sufficient to cause any significant detriment to the safety and operation of the surrounding highway network.

4.3 The indicative layout shows that an adequate vehicular access could be provided on to a straight stretch of Norwich Road and affording adequate visibility in both a northeast and southwest direction. In addition, adequate visibility could be provided whilst retaining the trees and hedgerows that run along the boundaries of the site and provide for an important landscape feature. It is also noted that the site is located well within the 30mph speed restriction operating along this part of Norwich Road and there are adequate existing walking and cycling routes connecting the site to the limited services and facilities within the village.

4.4 The Highway Authority have raised objections to the proposed development due to the distance of the site to a local service centre and the developments subsequent reliance on the private motor-vehicle rather than more sustainable modes. Whilst it is noted that the scheme would conflict to a degree with certain objectives of the NPPF in promoting sustainable modes of transport, as set out earlier in the report, bearing in mind the close proximity of the site to Attleborough which is identified for significant growth, the proximity to and frequency of bus services to Attleborough where a wide range of services are available to meet all daily needs, accessibility to nearby railway station, it is not considered that the resulting harm to sustainability would be significant. Furthermore, it is noted that the NPPF also recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

4.5 Having regard to the above, it is considered that the proposed development of six dwellings at the site could be provided with a safe access and egress and in principle would not result in significant adverse impact on the safety and function of the surrounding highway network. As a result the proposals would accord with policy CP04 of the Core Strategy and the policies within the NPPF.

5.0 Impact On Ecology / Nature Conservation Interests

5.1 Both Core Strategy policy CP10 and the NPPF require that development should contribute to a net gain in biodiversity with an emphasis on improving ecological networks and linkages where possible. Furthermore, in order to accord with Section 40 of the 2006 Natural Environment &

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Rural Communities (NERC) Act, paragraph 118 of the 2012 NPPF and policies CP06, CP08, CP10 and CP11 and of the 2012 Breckland Adopted Core Strategy & Development Control Policies Development Plan, all of which promote the conservation and enhancement of biodiversity through sustainable development, the applicant must do more to ensure that the scheme constitutes sustainable development and that the existing natural features are conserved in a way that guarantees their long-term viability.

5.2 The site comprises an open field and paddock with tree coverage and mature hedgerows limited to the site boundaries and a pond in the northeast corner of the site. A Preliminary Ecological Appraisal has been submitted in support of the application. This identifies that the habitat largely comprises improved grassland which is of lower ecological value and not uncommon within the surrounding area. Nevertheless the site as a whole and the vegetation along boundaries provide value to small mammals, invertebrates nesting birds and bats, foraging reptiles.

5.3 The Council's Ecological Consultant has reviewed the application and concludes that the submitted report is adequate and subject to the proposed mitigation measures and enhancement measures within this report, the proposed development would provide satisfactory mitigation measures.

5.4 Conditions have therefore, been recommended to require the submission and approval of a construction ecological management plan (CEMP) incorporating those mitigation measures and enhancement measures within the submitted ecological report. These include the retention of the existing vegetation, hedgerows, around the boundaries and provision for buffer around these; the strengthening of boundary planting; improvements to the existing pond; creation of wildflower meadow; provision of six no. bat boxes on retained trees, 12 no. bat boxes on the buildings; and creation of reptile hibernaculum.

5.5 With regards to the impact on the important landscape features, the indicative layout demonstrates that six proposed dwellings could be provided whilst retaining the mature trees and hedgerows on site and whilst a section of the hedgerow would require removal to provide the vehicular access point into the site, the vast majority of the hedgerows would be retained. The Council's Tree Consultant notes that from the indicative site plan the trees would not be a constraint on a development of six dwellings coming forward on the site and that subject to a full arboriculture impact assessment and scheme of tree protection measures there would be no significant adverse impact on landscape features.

5.6 In addition, as shown by the indicative layout a scheme of six dwellings would through a detailed planting and landscaping scheme allow for the provision of a substantial amount of new tree planting, semi-natural, wild flower and ornamental type planting. In order to secure this, a condition has been recommended requiring the submission of a detailed planting and landscaping scheme to be submitted in the subsequent reserved matters applications.

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5.7 Having regard to the above, the proposed development would not result in any loss of any valuable or priority habitats and subject to the above conditions there would be no significant harm caused to protected species on site and the ecological value of the site, in accordance with policy CP10 of the Core Strategy and the requirements set out in the NPPF.

6.0 Affordable Housing

6.1 Core Strategy Policy DC04 requires that to meet District housing needs the Council will require 40% of the total number of housing units to be provided and maintained as affordable housing within all new residential development on sites which the Local Planning Authority determines has a capacity for five or more dwellings; or comprises an area of 0.17 ha or more.

6.2 The proposed development of six dwellings would provide for two dwellings on the site for affordable rent. Whilst indicative at this stage, the submitted information shows that these would be in the form of two number two bedroom bungalows. The Councils Housing Enabling Officer considers the proposed number, type and mix of affordable housing to be appropriate to meet identified need at this point in time.

7.0 Other Matters

7.1 With regards to drainage and flood risk implications of the proposed development, the site is located within Flood Zone one and is therefore in an area at least risk of flooding from rivers, tidal flows, canals, groundwater, and surface water. The site is not located within an area identified as a critical drainage area, but is in an area identified as having poor drainage. Therefore, the proposal would accord with the principles set out in the NPPF in directing new residential development to areas at lowest risk of flooding. The principle of a vulnerable type use such as residential is considered acceptable in principle.

7.2 However, with regards to surface water drainage it is noted that the proposed scheme would replace permeable areas of open field with hard surfaced and impermeable areas required for the dwellings themselves and associated access and parking areas and that the site includes a pond at its north-eastern corner and is identified as suffering from poor drainage. Nevertheless, from the indicative layout it is considered that there would be sufficient space retained within the site to provide for additional on site surface water attenuation and sustainable drainage systems such as swales and / or the enlargement of the existing pond, to mitigate for additional hard surfaced areas and prevent the increased risk of surface water flooding elsewhere. Therefore, it is considered necessary that the reserved matters applications include a detailed surface water drainage strategy incorporating sustainable drainage systems. Accordingly a condition has been recommended as such.

7.3 Therefore, whilst comments are awaited from the Lead Local Flood Authority (LLFA) and Anglian Water, it is considered that in principle a scheme of sustainable urban drainage could be provided on site in accordance with the guidance contained within the NPPG, and subject to a condition securing the submission and approval of a detailed surface water drainage strategy

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within reserved matters applications, there would be sufficient measures in place to ensure that the development would not be a risk from flooding or increase the risk of flooding elsewhere.

7.4 In terms of ground conditions given the previous use and historic use of the site for agriculture, and that there is no recent history of buildings, chemical or waste storage on the site, the site is not considered to be at significant risk of ground borne contamination and that in principle this would not prevent the site from being used for residential purposes. Nevertheless, in accordance with the recommendations of the Councils Environmental Health Officers a condition has been recommended requiring the carrying out of appropriate site investigation and if necessary remediation measures.

8.0 Conclusions

8.1 Given the current position with respect in that the Council cannot demonstrate a five year supply of housing land and little weight can be attributed to policies which seek to restrict residential development outside of settlement boundaries and application should be considered in the context of the presumption in favour of sustainable development, as set out in the NPPF.

8.2 In this regard, paragraph 14 of the NPPF states that where the development plan or relevant policies are out of date, this means granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

8.3 In this instance, the limited harm caused to the visual amenity of the area from the loss of part of this open gap along Norwich Road, would not outweigh the benefits derived from the scheme. These benefits being the important contribution the scheme would make towards housing supply; the support to the vitality of the surrounding rural community, the economic benefits from the construction and future household spend within the local area from six new dwellings; and the provision of a mix of size, type and tenure of dwellings, including housing or affordable rent.

8.4 In summary, the proposed development would be acceptable because the site is considered to be within an accessible location; the adverse effects of the proposal would not significantly and demonstrably outweigh its benefits; and that overall subject to conditions and the applicant entering into a Section 106 Agreement, the development would constitute sustainable development. Accordingly, the application is therefore recommended for approval.

RECOMMENDATION

Outline Planning Permission

CONDITIONS

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- 3920** Outline
- 3012** Approval of Reserved Matters condition
- 3046** In accordance with submitted
- 3946** Contaminated Land - Unexpected Contamination
- 3920** Levels
- 3920** Submission of detailed Drainage strategy
- 3920** Submission of Design and Access statement in REM
- 3920** Planting and retained trees
- 3920** Arboricultural Impact Assessment
- 3920** CEMP
- 3920** CMS
- 3920** Buffer to west boundary
- 3920** Submission of Hard and soft landscaping
- 3116** Roof of clay pantiles
- 3920** Bird nesting season
- 3962** NOTE: Highway notes attached
- 4000** Variation of approved plans
- 2001** Application Approved Following Revisions
- 2014** Criterion E - Planning Apps Where Approved
- 3992** Non-standard note re: S106

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ITEM	13	RECOMMENDATION : REFUSAL
REF NO:	3PL/2015/1236/F	CASE OFFICER: Barbara Greengrass
LOCATION:	LITTLE DUNHAM 2 School Lane	APPN TYPE: Full POLICY: Out Settlemnt Bndry ALLOCATION: CONS AREA: Y TPO: N LB GRADE: N
APPLICANT:	Mr & Mrs Barrett 2 School Lane Little Dunham	
AGENT:	Clayland Architects The Glass House Lynford Gardens	
PROPOSAL:	Erection of dwelling	

REASON FOR COMMITTEE CONSIDERATION

This application is reported to Committee as it has been called-in by the local Member.

KEY ISSUES

Principle of development
Character and appearance of Little Dunham Conservation Area
Amenity
Highway Safety
Ecology

DESCRIPTION OF DEVELOPMENT

This full application seeks approval for a three bedroom single storey dwelling. Three car spaces ,(gravelled) are proposed to the side of the dwelling. The adjacent northern accessway is to be upgraded. The accessway is within proximity of a mature oak tree at the street frontage. Mixed native hedging is proposed to the side boundaries. The application also proposes the provision of a no-dig Type three turning head at the end of School lane on land which the applicant owns as there is currently no turning head present.

The application is accompanied by a Sustainable development statement, Tree survey, Ecology report and Design and access statement.

SITE AND LOCATION

The site is located on the eastern side of School Lane, approximately 110m north of its junction with Sporle Road. School Lane is a narrow no-through road that is fronted on its western side by

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residential development. The eastern side of the street is relatively open, with only one dwelling presenting to the lane. The site is in the Little Dunham Conservation Area.

EIA REQUIRED

No.

RELEVANT SITE HISTORY

3PL/2015/0886/F - erection of a bungalow - withdrawn

3PL/2001/0681/O - two chalet bungalows refused on grounds of highway safety, visual impact, outside settlement boundary and detriment to the Dunham Conservation Area.

3PL/2000/1543/O - Two dwellings refused on grounds of visual impact, highway safety, outside settlement boundary.

POLICY CONSIDERATIONS

The following policies of the adopted Breckland Core Strategy and Development Control Policies and the adopted Site Specific Policies and Proposals Document, including the Proposals Maps, have been taken into consideration in the determination of this application. The provisions of the National Planning Policy Framework have also been taken into account, where appropriate

CP.11	Protection and Enhancement of the Landscape
CP.14	Sustainable Rural Communities
DC.01	Protection of Amenity
DC.02	Principles of New Housing
DC.12	Trees and Landscape
DC.16	Design
DC.17	Historic Environment
NPPF	With particular regard to paras 7, 17, 49 & 58.
NPPG	National Planning Practice Guidance

CIL / OBLIGATIONS

Policy DC11 requires the provision of open space contributions on new residential developments. contributions are only sought where a costed up project has been put forward by a Parish council.

As there have been no projects put forward in the vicinity no contributions would be sought for this development if permission were to be granted. Policy DC04 requires that to meet District housing needs the Council will require 40% of the total number of housing units to be provided and maintained as affordable housing within all new residential development on sites which the Local Planning Authority determines has a capacity for five or more dwellings; or comprises an

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area of 0.17 hectares or more. This proposal does not fall within the thresholds which would trigger provision.

CONSULTATIONS

LITTLE DUNHAM P C - No Comments Received

NORFOLK COUNTY COUNCIL HIGHWAYS

No objection subject to conditions relating to the surfacing of School Lane and the provision of on-site parking/ turning space.

CONTAMINATED LAND OFFICER

No objection.

ECOLOGICAL AND BIODIVERSITY CONSULTANT

It is considered that the Wild Frontier Ecological Report ,(July, 2015), submitted with the application sufficiently addresses potential ecological issues, provided that the mitigation measures set out in Sections 6 and 7 of the Ecological Report.

HISTORIC BUILDINGS CONSULTANT

No objection.

TREE AND COUNTRYSIDE CONSULTANT

I am happy with the positioning of the dwelling and that it is sufficiently far enough away from the oak (T1). I am unsure of the works proposed within the RPA of the oak ,(turning head) and would require some further information which would include existing ground conditions/ levels as well as an arboricultural method statement and protection plan for this work. Details of the no-dig construction should be included.

ENVIRONMENTAL HEALTH OFFICERS

No objection.

RAMBLERS ASSOCIATION: NORFOLK AREA

We note that the Design and Access Statement states that School Lane is an un-adopted road currently servicing eight properties and is maintained by the residents. The Lane has a dead end and currently no dedicated turning area. There is no mention of the fact that it is also the course of Little Dunham FP6. While we have no objection to the building, we do not see the need for the turning area provided. We believe that such provision would serve to encourage more motor traffic along the lane, in conflict with walkers, as well as ultimately leading to demands for improvement to the Lanes surface, which will reduce its amenity value to walkers.

REPRESENTATIONS

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Some 13 letters have been received in respect of this application. The main points raised are;

- the applicant should be allowed to remain in the village in this retirement bungalow
- if approved a precedent would be set to allow similar development along the lane
- School Lane is single track and additional traffic would cause congestion
- increased pot holes
- this is a Conservation Area and agricultural land
- loss of view and aspect
- the majority of residents in the lane are retired and only two maintain the lane out of 13
- the development would not add character to the lane but spoil it
- this does not warrant a special case approach as once one dwelling is granted this will open the floodgates for more
- the lane is used by dog walkers and ramblers to access the public footpath the village has no shop, post office, school or employment and is not on a regular bus route so is a non sustainable location.

ASSESSMENT NOTES

1.0 Principle of development

1.1 Permission has been refused twice for the erection of two dwellings on this site, firstly in 2000 and again in 2001. The applications were refused on the grounds that the site is outside the settlement boundary, the development would result in an unwarranted intrusion into the rural setting to the detriment of the character and appearance of the area and the Conservation Area and highway safety grounds.

1.2 The application seeks full planning permission for the erection of a three bedroom bungalow of generous proportions, in Little Dunham, which is a settlement without a defined Settlement Boundary. It is therefore contrary to Policy CP14 of the Core Strategy and Development Control Policies Development Plan Document (2009), which seeks to focus new housing within defined Settlement Boundaries. Paragraph 49 of the National Planning Policy Framework (NPPF) states that where an authority does not have an up to date five year housing land supply, the relevant local policies for the supply of housing as referred to above should not be considered up to date and that housing applications should be granted permission unless any adverse impacts would significantly and demonstrably outweigh the benefits. This is therefore a material consideration in assessing the planning merits of this proposal.

1.3 As per paragraph 7 of the NPPF, there are three dimensions to sustainable development: economic, social and environmental. The NPPF states that these roles should not be undertaken in isolation, because they are mutually dependent.

1.4 The NPPF indicates that rural housing should be located where it will enhance or maintain the vitality of rural communities and that isolated houses in the countryside should be avoided. Additionally, the Government's Planning Practice Guidance (NPPG) notes that all settlements can play a role in delivering sustainable development and that blanket policies restricting housing in

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some rural settlements and preventing other settlements from expanding should be avoided unless their use can be supported by robust evidence.

1.5 The social role of sustainable development seeks to ensure, amongst other matters, the creation of a high quality built environment with accessible local services. Little Dunham is not recognised as a settlement worthy of a Settlement Boundary because of its size and lack of facilities. It offers few local services and facilities and bus services are very limited and infrequent. Future occupants of the development would therefore be largely reliant on the private car to access day to day requirements including shopping and employment. This weighs against the proposal.

1.6 The proposal would make a positive, albeit modest, contribution towards the supply of housing in the District and its construction would also provide some short term economic benefit. However this benefit needs to be weighed against the environmental aspects of sustainable development. This is considered below.

2.0 Impact on Character and Appearance

2.1 The environmental role of sustainable development seeks to, in part, contribute to protecting and enhancing the natural, built and historic environment. Consideration of a development's impact on the character and appearance of the area within which it is situated is therefore integral to the environmental dimension of sustainable development, as is design. In addition Policy CP11 of the Core Strategy clearly states that the landscape of the District will be protected for the sake of its own intrinsic beauty and its benefit to the rural character and in the interests of biodiversity, geodiversity and historic conservation. In addition new development should embrace opportunities to enhance the character and appearance of an area. Policy CP11 also makes reference to the Council's Landscape Character Assessment (LCA). These aims are reiterated in paragraph 17 of the NPPF. Paragraph 56 of the NPPF also states that good design is a key aspect of sustainable development.

2.2 The site sits within a larger field in use for grazing sheep so it has a very rural character. It is open undeveloped land which forms part of the wider open land and vista to the north and east. Directly to the south of the site there is a dwelling which stands alone and is the only property on that side of School Lane. It offers a natural end stop to the open land beyond to the north. The existing built form on the opposite side of the lane comprises frontage properties in a linear form such that an open rural feel is maintained. School Lane itself has a distinctly rural and open character and the site currently makes a valuable contribution to this character. The sites contribution is enhanced by the fact that it forms part of the gateway to the well used Public Footpath which begins in School Lane and extends northwards. This feature would be harmed by the intrusion of new dwelling on this site. Any form of new dwelling on this site would be visually intrusive and harmful to the character of the countryside but this particular dwelling due to its scale and design would be dominant and create an urban form discordant from its surroundings. In addition the fact that no garage is proposed is likely to lead to pressure to provide a garage in the future which would further increase the urban intrusion of new built form in this historic landscape setting.

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2.3 The site contributes to the distinctive feeling of space in the lane and begins the visual break and transition space from built form in the lane to the open countryside beyond. The existence of nearby development does not detract from the inherent openness of the site and the valuable contribution it makes to the lane.

2.4 It is considered that the erection of a dwelling on this site would significantly and demonstrably harm the open character and appearance of the countryside contrary to Policy CP11 and DC16 and paragraphs 17 and 58 of the NPPF.

2.5 Furthermore, the proposal lies within Little Dunham Conservation Area wherein new development is expected to preserve or enhance the character and appearance of the Conservation Area and its setting. It is considered that this bungalow would not enhance the Conservation Area but instead detract from it particularly given the scale and design of the building.

3.0 Amenity

3.1 In terms of amenity, the layout shown would accommodate development which would respect the residential amenities of the existing and future occupiers so accords with Policy DC01.

4.0 Highway safety

4.1 The applicant has overcome the highway objections expressed in the previous planning application which was withdrawn. Adequate visibility has been shown at the junction with Dunham Road and a no-dig turning head is to be provided at the end of the lane.

5.0 Ecology

5.1 An Ecological report by Wild Frontier dated July 2015 has been submitted which in the view of the Ecology Consultant, sufficiently addresses potential ecological issues provided that the mitigation measures are adhered to.

6.0 Impact on trees

6.1 The Council's Tree Consultant is satisfied that the dwelling is sufficiently far away from the Oak tree, T1 but is unsure about the work proposed for construction of the turning head as it is under the crown spread of the oak tree. Additional information would therefore be required to include an arboricultural method statement and details of a no-dig construction.

7.0 Conclusion

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7.1 The proposal conflicts with Policy CP14 due to its location outside a defined Settlement Boundary. However this policy can be afforded little weight due to the present shortfall of housing land in the District. For the reasons set out above this proposal does not represent a sustainable development and would result in the occupiers being reliant on the car. The development will appear out of keeping with the established character of the area and will give rise to a significantly harmful visual intrusion to the detriment of the character of the countryside. These aspects of the proposal are not consistent with the environmental dimension of sustainable development. Furthermore the development would not preserve or enhance the character and appearance of the Conservation Area contrary to Policy DC17 of the Core Strategy and contrary to Section 72 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990.

7.2 Although the contribution towards housing land supply and the absence of harmful residential amenity impacts is acknowledged, when weighing up the planning considerations there are insufficient merits to justify overriding the demonstrable harm caused by this proposal.

7.3 In respect of highway safety and parking, sufficient provision has been made on site and there are no highway safety issues subject to conditions. The submission has satisfied the Contaminated Land Officer.

RECOMMENDATION

Refusal of Planning Permission

REASON(S) FOR REFUSAL

- 9900** Unsustainable location
- 9900** Harm to character and appearance of area
- 9900** Potential impact on oak tree

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ITEM	14	RECOMMENDATION : APPROVAL
REF NO:	3PL/2015/1244/O	CASE OFFICER: Barbara Greengrass
LOCATION:	HOCKERING 57 Heath Road	APPN TYPE: Outline POLICY: Out Settlemnt Bndry
APPLICANT:	Mr & Mrs Brown 57 Heath Road	ALLOCATION:
AGENT:	One Planning Ltd Gateway (Unit 1) 83-87 Pottergate	CONS AREA: N TPO: N LB GRADE: N
PROPOSAL:	Erection of 2 semi-detached dwellings	

REASON FOR COMMITTEE CONSIDERATION

This application is referred to the Planning Committee as it is outside the Settlement Boundary and contrary to Policies DC02 and CP14 of the Breckland Core Strategy 2009.

KEY ISSUES

Principle of development
Impact on character and appearance
Highway safety
Impact upon residential amenity
Impact on trees

DESCRIPTION OF DEVELOPMENT

This application seeks outline planning permission for the construction of a pair of semi-detached dwellings with all matters reserved apart from means of access.

Whilst matters relating to appearance, landscaping, layout and scale have been reserved for future consideration, an indicative site layout plan has been submitted which provides for a pair of semi-detached dwellings with a shared access arrangement.

SITE AND LOCATION

The application site lies on the edge of the village of Hockering, outside the designated Settlement Boundary and comprises garden land to the side of 57 Heath Road. The site lies on the northern side of Heath Road.

Residential development exists to the east of the site along Heath Road. To the north and west is

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open land.

There are a number of semi-mature trees on the site and a mature frontage hedge.

An existing footpath is located along the frontage of the site and leads to the remainder of the village.

EIA REQUIRED

No.

RELEVANT SITE HISTORY

No relevant site history.

POLICY CONSIDERATIONS

The following policies of the adopted Breckland Core Strategy and Development Control Policies and the adopted Site Specific Policies and Proposals Document, including the Proposals Maps, have been taken into consideration in the determination of this application. The provisions of the National Planning Policy Framework have also been taken into account, where appropriate

SS1	Spatial Strategy
CP.01	Housing
CP.05	Developer Obligations
CP.10	Natural Environment
CP.11	Protection and Enhancement of the Landscape
CP.14	Sustainable Rural Communities
DC.01	Protection of Amenity
DC.02	Principles of New Housing
DC.04	Affordable Housing Principles
DC.11	Open Space
DC.12	Trees and Landscape
DC.16	Design
DC.19	Parking Provision
NPPF	With particular regard to Paragraphs 7 , 49 & 55.

CIL / OBLIGATIONS

Policy DC11 requires the provision of open space contributions on new residential developments. contributions are only sought where a costed up project has been put forward by a Parish council. As there have been no projects put forward in the vicinity no contributions would be sought for

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this development if permission were to be granted. Policy DC04 requires that to meet District housing needs the Council will require 40% of the total number of housing units to be provided and maintained as affordable housing within all new residential development on sites which the Local Planning Authority determines has a capacity for five or more dwellings; or comprises an area of 0.17 hectares or more. This site does not qualify for the provision of affordable housing as five dwellings are not proposed and it is not considered if the site could accommodate five dwellings which would be acceptable in planning terms.

CONSULTATIONS

HOCKERING P C -

The parish council is unanimous in its objection to this application, bearing in mind the current number of developments already proposed along Heath Road and the danger it will create for traffic due to poor visibility and inevitable parking in the road. It is outside the village guideline - a line the parish wish to retain.

NORFOLK COUNTY COUNCIL HIGHWAYS

The site lies between existing frontage development and a site which has recently been granted permission for development. I would therefore not wish to raise a highway objection subject to conditions relating to provision of adequate visibility splays, provision of vehicular access and on site parking and turning.

CONTAMINATED LAND OFFICER

No objection subject to unexpected contamination condition 3946.

TREE AND COUNTRYSIDE CONSULTANT

Only category C trees shown for removal. No objection. Please condition tree protection.

REPRESENTATIONS

None.

ASSESSMENT NOTES

1.0 This application is referred to the Planning Committee as it is contrary to Policies DC02 and CP14 of the Breckland Core Strategy 2009.

2.0 Principle of development

2.1 The application seeks outline consent for the construction of a pair of semi-detached dwellings on land outside of the defined Hockering Settlement Boundary. For this reason the proposal conflicts in principle with Policies DC02 and CP14 of the Core Strategy and Development Control Policies Development Plan Document (2009) which seek to focus new housing within defined Settlement Boundaries. However, paragraph 49 of the National Planning

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Policy Framework (NPPF) states that where an authority does not have an up to date five year housing land supply, the relevant local policies for the supply of housing as referred to above should not be considered up to date and that housing applications should be granted permission unless any adverse impacts would significantly outweigh the benefits. This is therefore a material consideration in assessing the planning merits of this proposal.

2.2 As per paragraph 7 of the NPPF, there are three dimensions to sustainable development: economic, social and environmental. The NPPF states that these roles should not be undertaken in isolation, because they are mutually dependent.

2.3 The NPPF indicates that rural housing should be located where it will enhance or maintain the vitality of rural communities and that isolated houses in the countryside should be avoided. Additionally, the Government's Planning Practice Guidance (NPPG) notes that all settlements can play a role in delivering sustainable development and that blanket policies restricting housing in some rural settlements and preventing other settlements from expanding should be avoided unless their use can be supported by robust evidence.

2.4 The social role of sustainable development seeks to ensure, amongst other matters, the creation of a high quality built environment with accessible local services. Hockering is classified as a rural settlement through Policy SS1, (Spatial Strategy), of the adopted Core Strategy and Development Control Policies Development Plan Document. These villages contain limited services and facilities and are not considered suitable for growth as they rely on higher order settlements for the majority of local services and facilities. Notwithstanding this, the village does benefit from some facilities such as a primary school, village hall, garage/post office/store and playing fields, has good access to the A47 and is served by a limited bus service linking it to Norwich/Dereham. Paragraph 55 of the NPPF states housing should be located where it will enhance and maintain the vitality of existing rural communities and help sustain facilities in the surrounding settlements.

2.5 It is therefore considered that due to the range of facilities available within the village, its close proximity to higher order settlements such as Mattishall and Dereham where a wider range of facilities and services including doctors can be accessed, the proposal would not result in an isolated development in the countryside and would be consistent with the NPPF principle that rural housing should be located where it will maintain or enhance the vitality of rural communities. This weighs in favour of the proposal.

2.6 The proposal would make a positive, albeit modest, contribution towards the supply of housing in the district and its construction would also provide some short term economic benefit. However, this limited benefit carries some weight in favour of the proposal. It should be noted that with regard to availability and deliverability, whilst this is an outline application, the site is available and within the applicant's ownership making the development deliverable within five years to meet the housing shortfall. However, if Members are minded to approve the application, it would be appropriate that the time limits are reduced and this would be in accordance with other applications in Breckland approved under the five year supply. It is considered appropriate

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to impose a two year period for commencement of development in order to reaffirm the deliverability of the scheme.

2.7 A further material consideration to be given weight in determination of this application is the outline planning permission granted in February 2015, (3PL/2014/0945/0), for the erection of 18 dwellings on land immediately adjoining this site to the south. That adjoining site is closer to the Settlement Boundary but it is development of land which is open and agricultural in appearance. In that regard development of the current application site would be less harmful in terms of its impact on the character of the countryside as it would infill an area of land which would be bounded by dwellings on either side.

3.0 Impact on Character and Appearance

3.1 The environmental role of sustainable development seeks to, in part, contribute to protecting and enhancing the natural, built and historic environment. Consideration of a development's impact on the character and appearance of the area within which it is situated is therefore integral to the environmental dimension of sustainable development, as is design. In addition Policy CP11 of the Core Strategy clearly states that the landscape of the District will be protected for the sake of its own intrinsic beauty and its benefit to the rural character and in the interests of biodiversity, geodiversity and historic conservation. In addition new development should embrace opportunities to enhance the character and appearance of an area.

3.2 The submitted indicative site layout plan adequately demonstrates that the site is capable of accommodating a pair of semi-detached dwellings of modest proportions which mirror the very regular pattern of development in the vicinity of the site to the east. Apart from the host dwelling next to the site the vicinity is characterised by a regimented row of six pair's of semi detached properties. With appropriate design at reserved matters stage it would be possible to accommodate a matching pair of semi-detached properties which would be in keeping with the character and pattern of development in the vicinity of the site. The site is currently garden land with well defined hedgerow boundaries and its position at the end of this row of houses would make a natural visual end stop to development in the vicinity of the site, should the land to the south not be developed. Should the site to the south and immediately adjoining the site, be developed then this site would be bounded on either side by residential development and forms acceptable infill. It should be noted that detailed design, scale and landscaping are reserved matters.

4.0 Highway matters

4.1 Access to the site would be via a shared entrance created in the existing frontage hedge. The Highway Authority have raised no objections subject to conditions to include provision of adequate visibility splays. The applicant has been requested to provide a plan showing the extent of hedgerow removal along the site frontage as the hedge currently makes a valuable contribution to the streetscene and is an important characteristic of the street. This visual impact has yet to be properly assessed.

5.0 Impact upon residential amenity

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5.1 Whilst matters of design and layout will form part of any Reserved Matters application, subject to careful consideration being given to the need to adequately address and mitigate against any impacts on the residential amenities of the adjacent development, it is considered that the development can adequately safeguard residential amenity.

5.2 Furthermore, the plot sizes identified are considered to be of sufficient size to provide future occupants of the development with adequate levels of amenity.

5.3 Therefore, it is considered that the scheme accords with the requirements of Policy DC01 of the Breckland Core Strategy.

6.0 Impact on trees

6.1 The applicant has submitted an Arboricultural Implications Assessment which provides for removal of Category C trees only. The Council's Tree Consultant is happy with the assessment and has recommended the usual tree protection measures.

7.0 Other issues

7.1 No objection has been raised by the Council's Contaminated Land Officer subject to the imposition of conditions. As such, it is considered that the scheme would accord with Policy CP9 of the Breckland Core Strategy.

8.0 Conclusion

8.1 In conclusion, it is considered that, on balance, the proposal would constitute a sustainable form of development as defined in paragraph 7 of the NPPF, which would help to support the local rural community, would not compromise local amenity or highway safety if the vision splays are provided. However, details are awaited to allow assessment of the visual impact of any hedgerow removal to provide adequate visibility splays. This will be assessed and the impact will be reported at Committee. Only if this impact is acceptable is this application recommended for approval.

RECOMMENDATION

Outline Planning Permission

CONDITIONS

- 3005** Outline Time Limit (2 years)
- 3058** Standard Outline Condition
- 3047** In accordance with submitted
- LS06** Fencing protection for existing trees
- 3920** Highway Condition 1
- 3920** Highway Condition 2

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- HA20** Provision of visibility splays - conditioned
- 3946** Contaminated Land - Unexpected Contamination
- 3739** Highway NOTE Inf 1
- 3923** Contaminated Land - Informative (Extensions)
- 4000** Variation of approved plans
- 3996** Note - Discharge of Conditions
- 2000** NOTE: Application Approved Without Amendment
- 2014** Criterion E - Planning Apps Where Approved